



Owner's Manual

MV AGUSTA

F4

frecce tricolori



Owner's Manual



California 65 Proposition Warning:

WARNING

This vehicle contains or emits chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.



Information

MV Agusta is committed to a policy of constant improvement; therefore, you may find slight differences between the information provided in this document and the vehicle you purchased. MV Agusta reserves the right, in its sole discretion, to make changes to the motorcycle or this manual at any time and without prior notice. Any supplement to this manual can be downloaded free of charge from our website. Go to **www.mvagusta.it**.



Respect and defend natural environment

Everything we do affects the whole planet as well as its resources.

MV Agusta, in order to protect the interests of the community, alerts the Customers and the Technical Assistance operators to use the vehicle and dispose of its replaced parts respecting the laws in force concerning environmental pollution and waste disposal and recycling.

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Admiration, wonder and respect: these are the common feelings always aroused by the aircrafts and the pilots of the Italian Acrobatic Team since the date of its birth.

The "Frecce Tricolori" represent a united team of pilots of the Military Air Force, which has been able to proudly support the Italian national colors in the world throughout its whole history by linking them to the highest values of quality, performance, style and professionalism.

These results can only come from a methodical and constant engagement, aimed to the unceasing research of perfection in any action. MV Agusta shares, in its history, in its brand and in its people, the same inspiring principles of the legendary "Frecce Tricolori", as well as the awareness of being an icon of the Italian style in the world.

In order to affirm the common engagement in pursuing excellence in any of its aspects, while celebrating the 50th Anniversary of the Acrobatic Team, MV Agusta has clothed the most powerful and fascinating of its creations with the colors of the Italian flag and sky, thus realizing an exclusive series of F4 bikes with the "Frecce Tricolori" livery.

The above motorcycles, prepared with special components and exactly numbered as the aircrafts of the acrobatic team, recall their distinctive features and bear a silver plate reporting the number and the code of the corresponding aeroplane.

The indications contained in the manual will help you make the most of your motorcycle in terms of both performance and operating life. The manual provides useful information on how to take care of your vehicle, and also describes some routine maintenance operations. Fundamental units such as the engine and the transmission are covered in the Workshop Manuals. Operations involving these parts require specific equipment and are reserved for skilled personnel. Your dealer possesses the skills, the equipment and the spare parts that are needed to keep your motorcycle in optimum working order. This manual is to be considered as an integral part of the vehicle, and must be transferred to any new owner together with the vehicle.

I wish to finally thank you for the trust you kindly gave us and send you my personal congratulations for your new MV Agusta F4 1000 "Frecce Tricolori".

*MV Agusta
Claudio Castiglioni
President*



CONTENTS

<i>chap.</i>	<i>Subjects covered</i>	<i>page</i>
1	GENERAL INFORMATION	10
1.1	Purpose of this manual	10
1.2	General safety information	10
1.3	Symbols	11
1.4	Warranty Booklet and Service Coupons	12
1.5	Identification data	13
2	SAFETY INFORMATION	16
2.1	Safety	16
2.1.1	How to report a safety-related defect	16
2.1.2	Noise emission warranty	16
2.1.3	Note on tampering	16
2.1.4	Information on the emission control system	18
2.1.5	Safe riding	19
2.1.6	Maintaining your motorcycle	21
2.1.7	Before you ride	22
2.1.8	While you ride	23
2.1.9	After you ride	26
2.1.10	Installing accessories	27
2.1.11	Vehicle load	28
2.1.12	Modifications	30
2.1.13	Competitions	30

<i>chap.</i>	<i>Subjects covered</i>	<i>page</i>
2.1.14	Suggestions against theft	31
2.2	Safety labels - Location	32
2.3	Safety - Visual and acoustic signals	41
3	CONTROLS AND INSTRUMENTS	42
3.1	Location of controls and instruments	42
3.2	Kickstand	43
3.3	Handlebar controls, left side	44
3.4	Handlebar controls, right side	46
3.5	Ignition switch and steering lock	49
3.6	Gear lever	51
3.7	Instruments and warning lights	52
3.7.1	Warning lights	53
3.7.2	Multifunction display	54
4	OPERATION	55
4.1	Using the motorcycle	55
4.2	Break-in	56
4.3	Starting the engine	58
4.4	Selecting and setting the display functions	61
4.4.1	Selecting the display functions	62
4.4.2	Trip reset	66
4.4.3	TC Mode	68



CONTENTS

<i>chap.</i>	<i>Subjects covered</i>	<i>page</i>
4.4.4	Chronometer	69
4.4.5	NIGHT/DAY Mode	78
4.4.6	IMMOBILIZER Mode	79
4.4.7	How to select the mapping of the control unit	82
4.4.8.	Warning/malfunction alerts	83
4.5	Refuelling	86
4.6	Glove compartment	88
4.7	Parking the motorcycle	89
4.8	Checks to be performed before riding	91
5	ADJUSTMENTS	93
5.1	List of adjustments	93
5.2	Table of adjustments	95
5.3	Adjusting the front brake lever	96
5.4	Adjusting the clutch lever	96
5.5	Adjusting the rearview mirrors	97
5.6	Adjusting the steering damper	97
5.7	Adjusting the front suspension	98
5.7.1	Spring preload (front suspension)	99
5.7.2	Rebound damper (front suspension)	99
5.7.3	Compression damper (front suspension)	100

<i>chap.</i>	<i>Subjects covered</i>	<i>page</i>
5.8	Adjusting the rear suspension	101
5.8.1	Rebound damper (rear suspension)	102
5.8.2	High speed compression damper (rear suspension)	103
5.8.3	Low speed compression damper (rear suspension)	103
5.9	Headlight adjustment	104
6	MAINTENANCE	106
6.1	Tables of scheduled maintenance and checks	106
6.2	Tools and accessories supplied	116
6.3	Table of lubricants and fluids	117
6.4	Removing/fitting the right-hand side fairing	118
6.5	Checking the engine oil level	120
6.5.1	Topping up the engine oil level	121
6.6	Checking the coolant level	123
6.6.1	Topping up the coolant level	124
6.7	Checking the wear of the brake pads	126
6.8	Checking the brake fluid level	127
6.9	Checking the clutch fluid level	129
6.10	Checking and replacing the tires	130
6.11	Checking and lubricating the drive chain	135



CONTENTS

<i>chap.</i>	<i>Subjects covered</i>	<i>page</i>
6.12	Checking the idle speed	139
6.13	Periodic emission check	140
6.14	Evaporative emission control system	141
6.15	Emission control system warranty obligations	142
6.15.1	Your warranty rights and obligations	142
6.15.2	Manufacturer's warranty coverage	142
6.15.3	Owner's warranty responsibilities	143
6.16	Limited warranty on emission control system	144
6.16.1	Coverage	144
6.16.2	Limitations	145
6.16.3	Limited liability	146
6.16.4	Legal rights	147
6.16.5	Additional information	147
6.17	Replacing parts - General information	148
6.17.1	Replacing the fuses	148
6.17.2	Replacing the license plate light bulb	152
6.18	Battery	155
6.19	Cleaning the motorcycle	157
6.20	Prolonged inactivity	159

<i>chap.</i>	<i>Subjects covered</i>	<i>page</i>
7	TROUBLESHOOTING FLOW CHART	160
7.1	Engine problems	160
7.2	Electrical equipment problems	165
8	TECHNICAL INFORMATION	168
8.1	Motorcycle overview	168
8.1.1	Front brake system	170
8.1.2	Rear brake system	171
8.1.3	Clutch system	172
8.1.4	Engine lubrication	173
8.1.5	Coolant system	174
8.1.6	Fuel system	175
8.2	Specifications	176
8.3	Measure equivalence tables for American and metric systems	183



INDEX

A

Accessories	
– installation	27
Adjustments	
– clutch lever	96
– front brake lever	96
– front suspension	98
– headlight	104
– rear suspension	101
– rearview mirrors	97
– steering damper	97
– table	95

B

Battery	155
Brakes – fluid level, check	127
– front brake lever, adjustment	96
– front brake system	170
– pads, wear check	126
– rear brake system	171
Break-in	56
Bulbs, replacement of	
– license plate light	152

C

Chain	
– check	135
– lubrication	137
Chronometer	69
Cleaning the motorcycle	157
Clutch	
– fluid level, check	129
– lever, adjustment	96
– system	172
Competitions	30
Controls and instruments, location	42
Coolant	
– level, check	123
– system	174
– topping up	124

D

Damper	
– compression (front suspension)	100
– compression (rear suspension)	103
– rebound (front suspension)	99
– rebound (rear suspension)	102
Display	
– multifunction	54
– selecting and setting functions	61



INDEX

E		
Electrical equipment, troubleshooting	165	
Emissions		
– control system	18	
– control system warranty	142	
– periodic check	140	
Engine		
– lubrication	173	
– oil level, check	120	
– oil level, topping up	121	
– serial number	13	
– starting	58	
– troubleshooting	160	
F		
Fuel system	175	
Fuses, replacement	148	
G		
Gear lever	51	
Glove compartment	88	
H		
Handlebar controls		
– left side	44	
– right side	46	
Headlight, adjustment	104	
I		
Identification data	13	
Idle speed, check	139	
Ignition switch and steering lock	49	
Instruments and warning lights	52	
K		
Kickstand	43	
L		
Levels		
– brake fluid	127	
– clutch fluid	129	
– coolant	123	
– engine oil	120	
License plate light, bulb replacement	152	
Location of controls and instruments	42	
Lubricants and fluids, table	117	
M		
Maintenance and checks, tables	106	
Motorcycle overview	168	
P		
Parking	89	
Pre-ride checks	91	
Prolonged inactivity	159	



INDEX

Purpose of manual	10
R	
Rearview mirrors, adjustment	97
Refuelling	86
Replacing parts, general information	148
S	
Safety	16
– labels, location	32
– safe riding	19
– reporting a safety-related defect	16
– visual and acoustic signals	41
Scheduled maintenance tables	106
Side fairing, right-hand, removal/refitting	118
Specifications	176
Spring preload	
– front suspension	99
Steering damper, adjustment	97
Suspensions	
– front, adjustment	98
– rear, adjustment	101
Symbols	11

T	
Tampering, note	16
Tires, check	130
– puncturing	131
– replacement	132
Tools and accessories supplied	116
Topping up	
– coolant	124
– engine oil	121
Troubleshooting flow chart	
– electrical equipment	165
– engine	160
V	
Vehicle	
– identification number	13
– load	28
– modifications	30
W	
Warning lights	53
Warning/malfunction alerts	83
Warranty	
– Booklet, Service Coupons and Dealers' Guide	12
– emission control system	140



1.1. Purpose of this manual

Carefully read, understand and follow the instructions given in this manual. It is an essential part of the motorcycle as is intended to familiarize you with the controls, characteristics and features of the motorcycle.

Keep it in a safe place for future reference. If you sell your motorcycle, please deliver this manual to the new owner.

1.2. General safety information



WARNING: Failure to follow the warnings and instructions provided in this manual could result in an accident, personal injury or death.

a. Throughout this manual, reference is made that “an accident” could occur. Any accident could result in damage to your motorcycle or its components, and more importantly, cause you or a bystander to sustain severe personal injury or death.

b. If you have any questions regarding the care, use or maintenance of your motorcycle, please contact your nearest MV Agusta dealer. A list of dealers can be found in the World Dealer guide provided with this manual.



1.3. Symbols

The words and symbols used below are used to help you recognize information that is important to your safety.



DANGER: Indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.



WARNING: Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.



CAUTION: Indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury.



CAUTION: Used with a different alert symbol indicates potentially hazardous situation which, if not avoided, may result in property damage.

NOTE: Indicates important information relevant to the motorcycle, motorcycle use or to the sections of this documentation to which particular attention must be paid.

The following symbols give an indication of who is supposed to perform the different adjustments and/or maintenance operations:




Information on operations that can be carried out by the user.



Information on operations that must be performed only by your authorized MV Agusta dealer.

The following symbol is used to provide further information:



The “” symbol points out the requirement to use a tool or a special equipment in order to correctly perform the described operation.



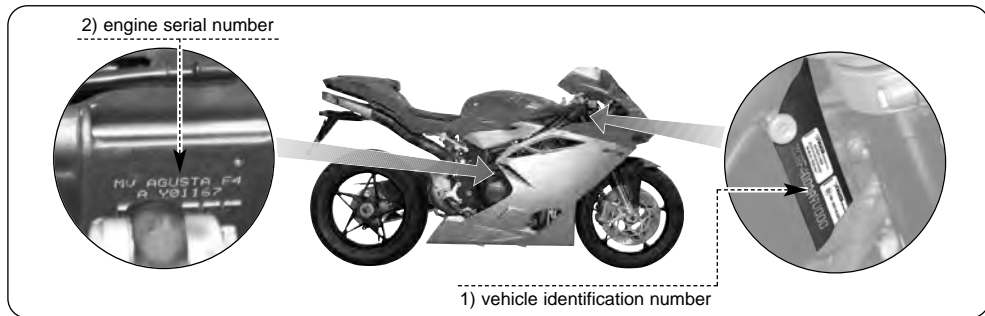
1.4. Warranty Booklet and Service Coupons

Besides this Owner's Manual, the vehicle is accompanied by the following documents: a Warranty Booklet containing a Warranty and Pre-Delivery Certificate and recommended service coupons, and the MV Agusta Dealers' Guide.

IMPORTANT

The copy of the Warranty and Pre-Delivery Certificate to be sent to MV Agusta must be filled in by the dealer and returned to MV Agusta USA within 10 days from the date of registration.

Every time the vehicle is serviced by a dealer, the user must produce the Warranty Booklet so that the dealer can fill in the service coupon and return it to MV Agusta USA within 10 days from the date of the servicing.



1.5. Identification data

- 1) vehicle identification number
- 2) engine serial number

► Motorcycle identification

The motorcycle is identified by the vehicle identification number. When placing orders for spare parts, in addition to this number, you may be required to provide the engine serial number, the color code and the key identification number.

We recommend writing down the main numbers in the spaces provided below.

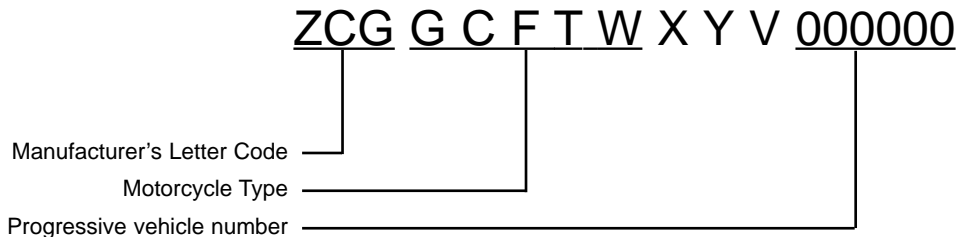
VIN No.: _____

ENGINE No.: _____



1

Here below you can find a description of a vehicle identification number:



The vehicle identification number must be provided each time you need to contact the MV Agusta Technical Assistance Service, in order to guarantee the traceability of your motorcycle.



► **Motorcycle key identification**

A key is supplied in duplicate for both the ignition and all the locks. Keep the duplicate in a safe place.

When placing orders for spare keys, you may be required to provide the key identification number. The key identification number is located on the MV Code Card equipped with the ignition keys.



► **“F4 Freccie Tricolori” identification plate**

Your F4 motorcycle has been produced in a limited series. Each vehicle is identified by a silver plate placed on the steering head, which reports the number and the code of the Acrobatic Team's aeroplane corresponding to your motorcycle.





2.1. Safety

2.1.1. HOW TO REPORT A SAFETY-RELATED DEFECT

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying MV Agusta S.p.A. If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or MV Agusta S.p.A. To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-888-327-4236 or write to: NHTSA, U.S. Department of Transportation, 1200 New Jersey Avenue, SE West Building, Washington, D.C. 20590. You can also obtain other information about motor vehicle safety from the Hotline.

2.1.2. NOISE EMISSION WARRANTY

MV Agusta S.p.A. warrants that, at the time of sale, the exhaust system conformed to all applicable U.S. EPA (Environmental Protection Agency) noise control regulations. The warranty applies to the first retail purchaser of the exhaust system and to all subsequent buyers. Any warranty claims must be addressed to:

MV Agusta U.S.A. LLC, 2300 Maryland Road, Willow Grove, PA 19090-4193.

2.1.3. NOTE ON TAMPERING

Tampering with the noise control system is prohibited. In particular, federal law prohibits the following acts:

1. The removal or rendering inoperative, other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use.



2. The use of the vehicle after such device or element of design has been removed or rendered inoperative.

Acts presumed to constitute tampering include:

1. The removal or piercing of the exhaust silencer, the diaphragm, the manifolds, the catalytic converter or any other components involved in the transmission of exhaust gases.
2. The removal or piercing of any part of the intake system.
3. Poor maintenance.
4. The replacement of any movable parts of the vehicle or of any intake or exhaust components with parts or components other than those prescribed by the manufacturer.

NOTE

Never ride your motorcycle with a defective muffler. This will effect not only the motorcycle's sound level, but its performance as well. Riding with a defective muffler can also subject you to arrest and imposition of fines.

The rules of the road vary from country to country. Be sure that you understand local regulations before riding your motorcycle.



2.1.4. INFORMATION ON THE EMISSION CONTROL SYSTEM

The combustion process produces carbon monoxide and hydrocarbons. Hydrocarbon control is particularly important in that, under certain conditions and when exposed to direct sunlight, hydrocarbons undergo reactions which lead to the formation of photochemical smog. Carbon monoxide does not react in the same way, but it is highly toxic. **MV Agusta** uses a sequential multi-point electronic injection system and other methods designed to cut carbon monoxide and hydrocarbon emissions.

Exhaust emission control system

The exhaust emission control system is made up of the sequential multipoint injection (SMPI) system, which requires no adjustment. The exhaust emission control system is distinct from the crankcase emission control system.

Crankcase emission control system

The engine is equipped with a closed-crankcase

system designed to prevent the release of crankcase emissions into the atmosphere. Blow-by gases return to the combustion chamber via the air filter and the injection system.

Evaporative emission control system

California motorcycles are equipped with an evaporative emission control system, which consists of a charcoal canister and associated plumbing. This system prevents the escape of fuel vapors from the fuel tank.

Problems relating to the vehicle's emissions

Should the vehicle show any of the following symptoms, contact your **MV Agusta** dealer to have it checked and if necessary repaired:

- 1) Engine is difficult to start or stalls after starting.
- 2) Idle speed is erratic.
- 3) Misfiring or backfiring during acceleration.
- 4) Afterburning.
- 5) Poor performance (driveability) and excessive consumption.



2.1.5. SAFE RIDING

a. The rider's judgment, training, and experience form the basis of safe riding. You should practice riding in areas without traffic, such as an open parking lot, until you have become familiar with the motorcycle, its controls and its braking/handling characteristics. In addition to obtaining the necessary driver's license, MV Agusta strongly recommends that you take a certified course approved by the Motorcycle Safety Foundation (MSF), which can provide useful information both to new and experienced riders. For information about MSF training courses, call the toll-free number: (800) 446-9227. Relying on the advice of people other than a qualified riding instructor, even if they are excellent motorcyclists, can be misleading and dangerous.

b. There are certain risks inherent in riding a motorcycle because it affords less personal safety protection than an automobile in the event of an accident. Unlike automobiles, motorcycles are not

equipped with airbags or other protective devices. Always wear a DOT approved helmet with eye/face protection and protective clothing, including a motorcycle riding jacket, pants, gloves and boots, even on short rides. Also, you should wear clothing that contains bright colors and reflecting materials to maximize your visibility and presence to others. Avoid wearing dark colored clothing because that makes it more difficult for others to see you on the roadway, even in the daytime.

c. While you are wearing a helmet, you will experience reduced peripheral vision, hearing and head movement. Please ride accordingly.

d. No helmet or other protective clothing can provide complete protection against the risk of serious personal injury or even death in the event of an accident. Do not be deceived by the false sense of security that you might perceive by wearing even the highest quality protective clothing. Always use protective equipment as directed in their owner's manuals, and ride safely.



2

e. This motorcycle is for riding only on the street and other paved surfaces. Never ride this motorcycle off road, on any trails or any unpaved surfaces.

f. Never attach any key ring or other object to your ignition key, as they could interfere with your ability to steer your motorcycle.

g. Never attach a sidecar, trailer or any other accessory to your motorcycle, as it could make the motorcycle unstable, resulting in an accident.

h. Never modify any component part of the motorcycle unless these modifications were approved in writing by MV Agusta. Non-approved modifications may jeopardize the structural integrity, functionality and effectiveness of the motorcycle. Any modifications must be performed by an authorized MV Agusta dealer with only MV Agusta approved accessories.

i. If your motorcycle is ever involved in an accident, even if it only falls over, check all levers (hand and foot), wires, hoses, brake calipers, rims and all other components for any damage. If you are unsure about the extent of the damage, take your motorcycle to a MV Agusta dealer. Do not ride until any damage is repaired by an authorized MV Agusta dealer.

l. Avoid Carbon Monoxide Poisoning - Never let the engine run in closed places where the exhaust fumes may accumulate. Exhaust fumes contain carbon monoxide that is an odorless and colorless gas that may cause death or serious injuries at certain concentration levels. Avoid running the engine indoors. Run engine in open spaces with plenty of ventilation, preferably outdoors, to eliminate exhaust fumes.



2.1.6. MAINTAINING YOUR MOTORCYCLE

a. Proper maintenance is crucial to safe riding. Follow all maintenance instructions in this manual as set forth in Section 6.

b. Maintenance, repair and service of your motorcycle require specialized knowledge, tools and experience. General mechanical aptitude may not be sufficient to properly maintain, repair or service your motorcycle. These tasks should be performed by an authorized MV Agusta dealer. If you have any doubt whatsoever regarding your motorcycle, please contact an authorized MV Agusta dealer.

c. If the performance of your motorcycle changes in any way, if you see any oil, or if it begins to make any noise, immediately stop riding your motorcycle. Have your motorcycle professionally inspected and repaired by an MV Agusta dealer, as necessary.



2.1.7. BEFORE YOU RIDE

a. Your motorcycle, like all products, may wear over time. Before each ride, make sure you perform all pre-ride checks as stated in Section 4.8 and that all components are properly adjusted as set forth in Chapter 5.



WARNING

Do not ride your motorcycle if it does not pass this pre-ride test. Correct any condition before you ride.

b. Check your motorcycle for any leaks of oil or other fluids, which is indicative of a problem with your motorcycle.

c. Test your brakes at the beginning of the ride to make sure they are operating properly.

d. Be sure that your tires are inflated to the correct pressure and that there is no damage whatsoever in the tread or sidewall of the tire.

e. Motorcycle riding demands your complete attention. Do not ride if you are ill, in poor physical condition, under the influence of alcohol or drugs (prescription or recreational drugs) or are experiencing emotional issues that could affect your concentration level.



2.1.8. WHILE YOU RIDE

- a.** Your motorcycle is a very high performance vehicle. Do not confuse the enhanced capabilities of your motorcycle with your own capabilities. Increasing your skill will take time and practice. Proceed carefully until you are sure you are competent to handle the capabilities of your motorcycle.
- b.** Always ride with care. Adopt a defensive driving attitude to avoid possible accidents.
- c.** Change gears as necessary to ensure that the proper gear ratio is chosen in all riding conditions, allowing the engine to run at optimum speed at all times. Avoid high gear ratios when traveling at reduced speed (excessively low rpm) as well as low gear ratios when traveling at high speed (excessively high rpm). Improper gear selection will affect your ability to control your motorcycle.
- d.** When the motorcycle is being ridden at high speed, gearing down several times in rapid succession can cause the engine to overspeed. As a result, the rear wheel may lock, leading to loss of control of the motorcycle and an accident. In addition, you could damage the engine and transmission. Never gear down more than one gear at a time without allowing the engine RPM to stabilize.
- e.** When riding downhill, reduce the speed of your motorcycle by closing the throttle and using a low gear ratio to take advantage of engine braking. Use the front and rear brakes as little as possible to maintain your speed, in order to prevent brake overheating and diminished braking performance.
- f.** Braking in a turn could result in loss of motorcycle control. Always operate the brakes before starting a turn.



2

g. Sudden gusts of wind can cause you to lose control of your motorcycle. Reduce your speed and exercise extreme caution when you are overtaken by a vehicle of large dimensions, when you come out of a tunnel or when you are driving in a hilly area.

h. Remember that, as your motorcycle picks up speed, stopping distances increase and the motorcycle becomes more difficult to control.

i. When riding during the day, always ride with your low beam headlight illuminated.

j. Always keep your feet on the foot pegs and your hands on the handlebars while riding.

k. Avoid riding during slippery road conditions, such as caused by rain, snow, sleet, ice, loose gravel, etc. Also, avoid riding on slippery surfaces, such as metal plates, manholes or grates. You could experience reduced tire traction, making it more difficult to control or stop your motorcycle. If

you do ride in these conditions, travel at low speed and avoid abrupt maneuvers.

l. Pay attention to roadway conditions. Certain roadways contain debris, potholes and crevices that may cause you to lose your balance or control over the motorcycle. Familiarize yourself with roadway conditions and remain alert so that you can act to avoid any hazard.

m. Never attempt any acrobatic stunts or maneuvers with your motorcycle! You can lose control and have an accident. You will also cause your motorcycle to prematurely wear or fail, resulting in an accident. You will also void your warranty.

n. Only for the F4 1000 model, you may carry one passenger on the motorcycle. Never carry more than one passenger. When riding with a passenger, keep in mind that the passenger's weight and movements may affect your balance and control over the motorcycle.



o. When transporting items on the motorcycle, ensure that their weight is distributed evenly and that they are properly secured. Never attach anything to your handlebars, front forks or the frame of your motorcycle, as your steering could be impaired. Loose and improperly positioned items may interfere with certain motorcycle components and your driving ability, resulting in an accident.

p. Never exceed the stated speed limit. By avoiding speeding, you reduce the risk of accidents. Use speed appropriate to the traffic pattern. Riding at high speed or in competition is to voluntarily assume a very high risk of an accident.

q. The user of this motorcycle expressly recognizes and agrees that there are risks inherent in motorcycle riding, including but not limited to the risk that a component of your motorcycle system can fail, resulting in an accident, personal injury or death. By his/her purchase and use of this motorcycle, the user expressly, voluntarily and knowingly accepts and assumes these risks, including but not limited to the risk of passive or active negligence of MV Agusta or hidden, latent or obvious defects in the product, and agrees to hold MV Agusta, its distributors and retailers harmless to the fullest extent permitted by law against any resulting damages.



2.1.9. AFTER YOU RIDE

2

a. The engine, exhaust pipes and other components will be hot after riding and present a risk of burn injury to adults or children. Store the motorcycle in a place that prevents others from coming in contact with these hot component parts.

b. Never cover the motorcycle with anything immediately after riding. Wait until the motorcycle has thoroughly cooled down. Covering the motorcycle before the engine and its component parts thoroughly cooled down presents a risk of fire and property damage.

c. Park your motorcycle in a location where it is unlikely to be bumped into by bystanders. Even slight bumps can cause the motorcycle to fall over, resulting in property damage, personal injury, or death, especially to children.

d. Never park your motorcycle on soft or uneven surfaces because that could cause the motorcycle to topple over, resulting in injury or death to a bystander. Park your motorcycle on hard, flat and level surfaces and ensure that the kickstand is fully engaged and the motorcycle is stable. Avoid parking on hills or upward sloping terrain, but, if necessary, park the motorcycle facing uphill.

e. Never wash or clean the motorcycle immediately after riding because hot component parts present a risk of fire when they come in contact with flammable substances. Wait until the motorcycle has thoroughly cooled down. Never use washing or cleaning systems involving steam or high pressure because that could cause damage to the motorcycle, including the radiator fins.



2.1.10. INSTALLING ACCESSORIES

MV Agusta provides a range of accessories specially designed for your vehicle. Always select your accessories with careful consultation with your MV Agusta dealer to insure that the most appropriate accessories are selected. It is essential that these accessories are installed only by an MV Agusta dealer.



WARNING: Use only MV Agusta original accessories. The use of non-genuine accessories can make the vehicle unsafe by reducing its handling, stability or the effectiveness of the braking system. For this reason, the installation of any non-genuine accessory makes the warranty null and void and relieves MV Agusta of all its warranty obligations.

► Every time you install accessories that affect the weight and/or the aerodynamic characteristics of your motorcycle, they must be assembled on its

lower side and near to its center, as much as it is possible. Any connecting brackets and anchor bolts must be carefully checked after the assembly, to ensure a stable framework and an unmovable support for the accessory.



WARNING

Improperly installed accessories can result in an accident that could lead to serious personal injury or even death.

► Verify that the installed accessories do not cause a reduction of the minimum ground clearance and of the inclination of your motorcycle. Moreover, verify that the installed accessories do not cause any interference with the handling of the steering system, with the travel of the suspensions and/or with the movement of any other component involved in driving.

► Any accessory positioned on the handlebar or on the front fork can reduce the handling and adversely affect the stability of the vehicle. Therefore, the choice of the accessories should



be accurate and restricted to components of light weight and small dimensions only.

► **Blowing winds**, including that cause by passing large vehicles, can affect the stability of your motorcycle whether or not it is equipped with accessories. Improperly selected or installed accessories increase the risk of instability. It is therefore necessary to pay great attention in choosing and installing any accessories.

► **Some accessories** may force the rider to drive in an unnatural position. This may obviously restrict your freedom of movement and cause loss of control of the motorcycle that could result in an accident with subsequent serious injury or even death. If any accessory results in an unnatural riding position, immediately see your MV Agusta dealer before riding your motorcycle.

► **Adding electric accessories** can cause an overload of the electrical system of your motorcycle, resulting in damage to the wires and electrical system, short circuit, electric shock, a fire, serious injury or even death.

2.1.11. VEHICLE LOAD

Your motorcycle is designed for use by the rider and only one passenger. To use the vehicle in complete safety, it is essential that the following maximum weight conditions are never exceeded:

F4 1000 “Frecce Tricolori” 378 kg (833 lbs)

These values are also shown on the plate fixed to the left side of the steering head tube. They come out from the sum of the following weights:

- weight of the motorcycle;
- weight of the driver;
- weight of the passenger;
- weight of the load and all the accessories.

**WARNING**

NEVER OVERLOAD YOUR MOTORCYCLE! Driving an overloaded motorcycle can cause damage to the tires, brakes or other structural components of your motorcycle and result in serious injury or even death. Verify that the total weight (including the weight of the motorcycle, the driver, the passenger, the load and all the accessories) does not exceed the maximum weight value specified for your vehicle.

**WARNING**

The load on your motorcycle can strongly affect handling, braking, performance and safety characteristics of your motorcycle. You will need additional time to brake, turn, and will need to ride at a slower rate of speed. Please ride accordingly.

**WARNING**

Never carry any incorrectly secured object on your motorcycle, which might shift or fall away during riding that could affect the motorcycle stability. Steadily fasten the heaviest objects near the center of the motorcycle, and equally divide the load on both sides of the motorcycle.

**WARNING**

- Never insert any object or accessory in the open spaces on the frame, in order to avoid interfering with the movable parts of the motorcycle.
- Before riding with a load, always check the wear and the pressure of the tires.
- Adjust the suspensions according to the load.
- Even if the motorcycle is correctly loaded, drive with caution and never exceed 130 km/h (80 mph) when you carry a load.



2.1.12. MODIFICATIONS

Never remove any original device, or modify the motorcycle in any way that could change its shape or operation.



WARNING

Any modifications made to the motorcycle (e.g. alteration and/or removal of components) as these modifications can make the vehicle unsafe and/or illegal. MV Agusta is not responsible for any damage to people and objects as a result of modifications made to the original condition of your motorcycle. Modifying the motorcycle immediately voids the warranty and relieves MV Agusta of all its warranty obligations.

2.1.13. COMPETITIONS



WARNING

Riding the motorcycle in competitions requires considerable skill and experience as well as an appropriate setup of the motorcycle.



CAUTION

The high temperatures caused by the use of the motorcycle on race circuits could compromise the efficiency of the catalytic converter and of the exhaust system; therefore, we suggest assembling a special exhaust system when using the vehicle on race circuits.

MV Agusta has designed a number of special components for use in competitions and/or sporting events. The use of such components is strictly limited to areas closed to traffic. Failure to observe this warning violates the law.

**2.1.14. SUGGESTIONS AGAINST THEFT**

1. Every time you park your motorcycle, operate the steering lock and remove the ignition key (see § 3.5.).
2. Park your motorcycle in a closed garage every time it is possible.
3. Install a good quality anti-theft device on your vehicle.
4. Always keep up to date the registration data of your motorcycle.
5. Write down your name, address and phone number in the spaces provided, and always keep this owner's manual inside the glove compartment of your motorcycle (see § 4.6.). This is very important, because a stolen motorcycle can be subsequently identified by reading the informations written in the manual found inside it.

NAME: _____**ADDRESS:** _____
_____**PHONE NUMBER:** _____

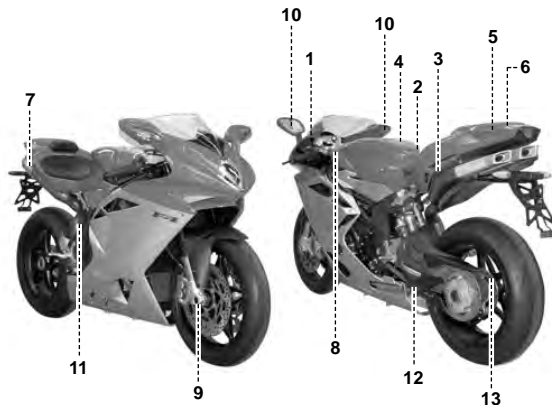


2.2. Safety Labels - Location

2

- 1 - Front fairing function
- 2 - Documentation warning
- 3 - Battery warning
- 4 - Unleaded gasoline
- 5 - Emission control
- 6 - Information on emission control
- 7 - Information on gas emissions, exhaust silencers
- 8 - Certification-Tire Information
- 9 - Front fork foot warning
- 10 - Rearview mirrors
- 11 - Rear shock absorber
- 12 - Chain adjustment
- 13 - Rear wheel hub warning

NOTE: The labels in the following pages do not appear in their real size. If you experience difficulties in understanding any of these labels, contact an authorized MV Agusta dealer.





1. ADHESIVE LABEL – FRONT FAIRING FUNCTION

MVAGUSTA **ATTENZIONE - WARNING**

- CUPOLINO CON FUNZIONE AERODINAMICA. NON GUARDARE ATTRAVERSO IL VETRINO DURANTE LA MARCIA.
- DO NOT ATTEMPT TO LOOK THROUGH THIS FAIRING. THIS IS NOT A WINDSHIELD, BUT A DECORATIVE FAIRING ONLY. FAILURE TO OBSERVE THIS WARNING COULD RESULT IN A COLLISION OR UPSET AND CONSEQUENTLY CAUSE SERIOUS BODILY INJURY.

2

2. ADHESIVE LABEL – DOCUMENTATION WARNING

MVAGUSTA **ATTENZIONE - WARNING - ATTENTION
ACHTUNG - ATENCION**



- PRIMA DELL'USO, LEGGERE ATTENTAMENTE I MANUALI DI USO E DI MANUTENZIONE.
- BEFORE USING, READ CAREFULLY THE USER'S AND THE MAINTENANCE MANUALS.
- AVANT L'UTILISATION, LISEZ ATTENTIVEMENT LES MANUELS D'UTILISATION ET D'ENTRETIEN.
- BEVOR VERWENDEN, SORGFÄLTIG GELESEN DAS BEDIENUNGS- UND WARTUNGSANLEITUNG.
- ANTES DE USAR, LEIDO ATENTAMENTE LOS MANUALES DE USO Y MANTENIMIENTO.

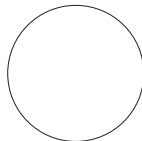


3. ADHESIVE LABEL – BATTERY WARNING

2



4. ADHESIVE LABEL – UNLEADED GASOLINE





5. ADHESIVE LABEL – EMISSION CONTROL

MOTORCYCLE NOISE EMISSION CONTROL INFORMATION

THIS 2010 MVA44F1000 MOTORCYCLE, MEETS US EPA NOISE EMISSION REQUIREMENT OF 80 dBA AT 7095 RPM BY THE FEDERAL TEST PROCEDURE. MODIFICATIONS WHICH CAUSE THIS MOTORCYCLE TO EXCEED FEDERAL NOISE STANDARDS ARE PROHIBITED BY FEDERAL LAW. SEE OWNER'S MANUAL.

AGUSTA Motor S.p.A. VARESE - ITALY

8000B3697

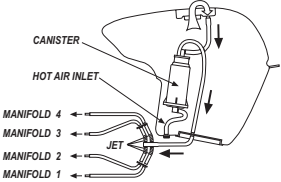



6. ADHESIVE LABEL – INFORMATION ON EMISSION CONTROL

2

SAFETY INFORMATION

2

VEHICLE EMISSION CONTROL INFORMATION		
ENGINE DISPLACEMENT : 998 cc ENGINE FAMILY : AMVAC.998 MHC ENGINE EXHAUST CONTROL SYSTEM: TWC + SFI + PAIR + H02S		THIS VEHICLE CONFORMS TO US EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 2010 MODEL YEAR NEW MOTORCYCLES AND IS CERTIFIED TO 0.8 g/km HC + NOx, 12.0 g/km CO EXHAUST EMISSION STANDARD IN CALIFORNIA
ENGINE TUNE-UP SPECIFICATIONS AND ADJUSTMENT		
ITEM	SPECIFICATIONS	INSTRUCTIONS
IGNITION TIMING :		No Adjustment
IDLE SPEED RPM (NEUTRAL) :		1150 \pm 100
IDLE MIXTURE :		No Adjustment
VALVE CLEARANCE (mm) : IN 0.15 \div 0.24 / EX 0.20 \div 0.29		See Service Manual
SPARK PLUG : NGK CR9 EB GAP (mm): 0.7 \div 0.8		
FUEL SPECIFICATIONS		
UNLEADED OCTANE 90 R + M/2	OIL : SAE 10 W 60 TYPE : SYNTHETIC A.P.I. SJ	
EVAPORATIVE FAMILY: AMVAU0018MHC PERMEATION FAMILY: AMVAPP105R01		
		
 Motor s.p.a. VARESE - ITALY MV AGUSTA USA LLC - WILLOW GROVE, PA		

8000B3698



7. STAMPING ON EXHAUST SILENCERS – EMISSION INFORMATION

MOTORCYCLE EXHAUST SYSTEM NOISE EMISSION CONTROL INFORMATION
THIS MV AGUSTA EXHAUST SYSTEM, 8000B3680 MEETS US EPA NOISE
EMISSION REQUIREMENT OF 80 dBA FOR THE FOLLOWING
MOTORCYCLES: MVA44F1000. INSTALLATION OF THIS EXHAUST SYSTEM ON
MOTORCYCLE MODELS NOT SPECIFIED MAY VIOLATE FEDERAL LAW



8. ADHESIVE LABEL – CERTIFICATION – TIRE INFORMATION

2

MANUFACTURED BY:  **AGUSTA** Motor S.p.A. VARESE - ITALY DATE :TYPE OF VEHICLE: **MOTORCYCLE**

GVWR 833 lbs 378 kg VIN:

GAWR lbs kg	TIRE - DIMENSION - RIM	COLD INFL. PRESS.	
		psi	kPa
F 337 153	120/70 ZR 17 M/C (58W) 3.50 x 17	33.0	227
R 556 252	190/55 ZR 17 M/C (75W) 6.00 x 17	33.0	227

THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE
SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.

8000B3696

9. ADHESIVE LABEL – FRONT FORK FOOT WARNING



**10. ADHESIVE LABEL –
REARVIEW MIRRORS**

***OBJECTS IN MIRROR ARE CLOSER
THAN THEY APPEAR***

2**11. ADHESIVE LABEL –
REAR SHOCK ABSORBER**

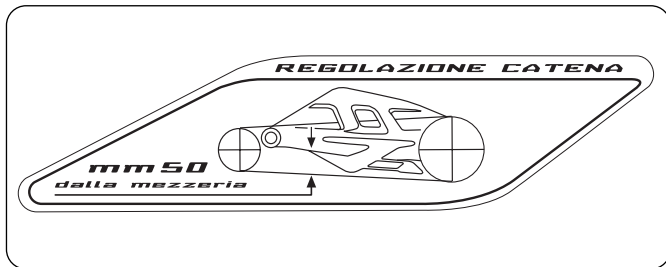
WARNING
CONTAINS HIGHLY COMPRESSED GAS
USE ONLY PERFECTLY DRY NITROGEN GAS
OTHER GASES MAY CAUSE EXPLOSION
DO NOT INCINERATE REFER TO OWNER'S
MANUAL FOR REGULATING GAS

SACHS



12. ADHESIVE LABEL – CHAIN ADJUSTMENT

2



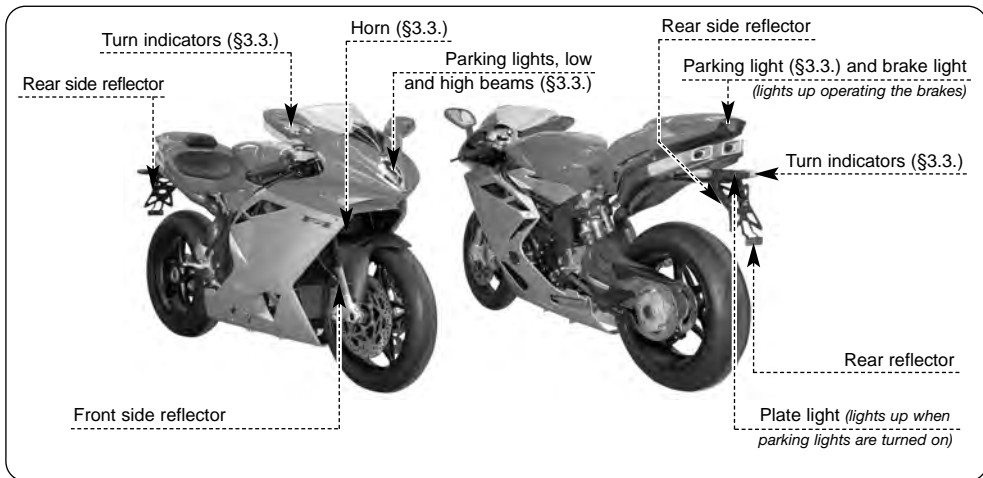
13. ADHESIVE LABEL – REAR WHEEL HUB WARNING





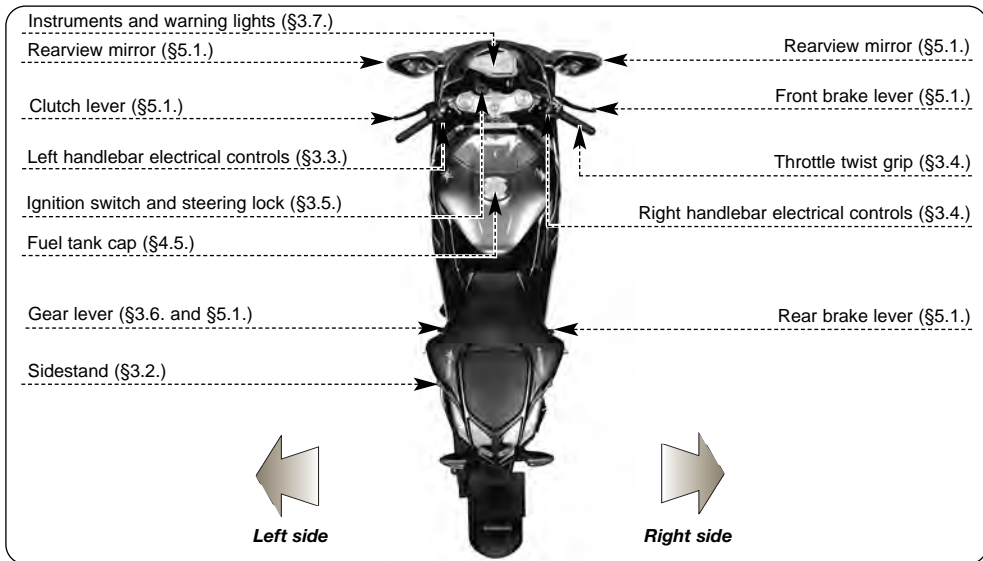
2.3. Safety - Visual and acoustic signals

Before each ride, it is essential to verify the operation of the visual and acoustic signals.





3.1. Location of controls and instruments





3.2. Kickstand

The kickstand is equipped with a safety switch that prevents motorcycle operation while the stand is down.

If the rider attempts to engage the gears while the engine is running and the stand is down, the safety switch automatically turns off the engine by cutting the current supply.

If the motorcycle is parked (kickstand down) and the gears are engaged, the switch prevents the engine from being started.



WARNING: Riding with the kickstand incompletely retracted can result in an accident when you turn left. Always retract the kickstand completely before starting off.

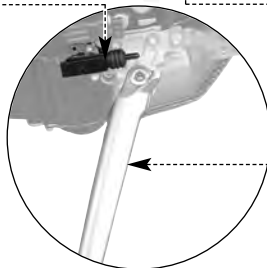


WARNING: At least once each month, check that the safety switch is properly activated by the kickstand and is operational.



Safety switch

Kickstand

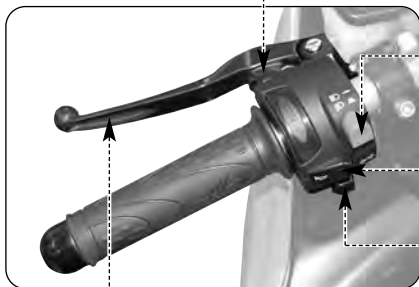


Dual return spring



3.3. Handlebar controls, left side



3



High beam flasher button

Press the button repeatedly.

Low/high beam button

Button not pressed in  : low beam 

Button pressed in  : high beam 

Horn button

Press to operate the warning horn.

Turn indicator switch

Shifting the lever to the left or right switches on the left or right turn indicators. The switch then returns to the central position. Press to turn off the indicators.

Clutch lever

Move towards/away from the handgrip to release/engage the clutch.



High beam flasher button

It is used to attract the attention of other road users in case of danger or emergency. When the high beam is on, the button is inactive.

Low/high beam button

Under normal conditions, the low beam is on. The high beam can be switched on by pressing the button when allowed by the traffic and road conditions.

Horn button

It is used to attract the attention of other road users in case of danger or emergency.

Turn indicator switch

It is used to show the rider's intention to change direction or lane.



WARNING

Always use your turn indicators correctly. Use them to signal your intention before you start a turn, and turn them off when you have completed the turn. Failure to observe this warning could lead other users of the road to draw incorrect conclusions about your intentions and the motion of your motorcycle, resulting in a collision, with subsequent serious personal injury or even death.

Clutch lever

It engages/disengages the clutch through a hydraulically controlled device.



3.4. Handlebar controls, right side

3

Engine stop switch

Stops the engine and prevents it from being restarted.

Engine start button

Starts the engine. To be released as soon as the engine starts.

When the engine is running, pressing the button selects the display functions.

Cold start (choke) lever

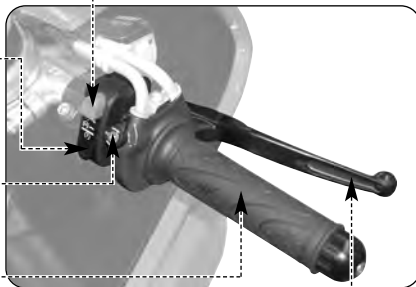
Rotate clockwise when cold starting. After the engine has run for a few seconds, return the lever to its original position.

Throttle twist grip

Rotate counterclockwise to increase engine speed.

Front brake lever

Pull to the lever to apply the front brake.





Engine stop switch

It is used to switch off the engine in an emergency. The ignition circuit is disabled, preventing the engine from being restarted. To be able to restart the engine, return the switch to its original position.



DANGER! If the throttle of your motorcycle sticks, you must use the engine stop switch to stop the delivery of power from the engine. Failure to use the stop switch in such a situation can result in loss of control of your motorcycle, serious injury or even death.



DANGER! Before restarting the engine, you must determine the cause of the stuck throttle and effect the necessary repair. If necessary, take your motorcycle to a qualified mechanic. Failure to do so could result in an accident, personal injury or death.

NOTE

Under normal conditions, do not use this switch to shut off the engine.

Engine start button

It is used to start the engine and, when the engine is running, to select the different functions of the display installed on the instrument panel.



CAUTION: To avoid damaging the electrical equipment, be sure not to hold down the button for longer than 5 consecutive seconds.

If, after some attempts, the engine does not start, refer to the chapter “TROUBLESHOOTING” later in this manual.



Cold start (choke) lever

It facilitates cold starting by slightly enrichening the fuel-air mixture during start-up.

NOTE: Apply the choke lever for as short a period as possible. Once the engine idles normally, return the lever to its original position.

3

Throttle twist grip

It controls the fuel-air mixture supplied to the engine, which regulates engine speed. To increase engine speed, rotate the hand grip from its idle position counterclockwise.

When cold starting (choke on), rotating the throttle twist grip clockwise fully and repeatedly causes the choke lever to return to its original position.

Front brake lever

It controls a hydraulic circuit that operates the front wheel braking system.

Proper use of the front brake is critical to achieve maximum braking performance of your motorcycle. MV Agusta strongly recommends that you take a motorcycle riders training course to learn how to properly use the front brake.



WARNING: Improper use of the front brake can result in loss of control of the motorcycle, an accident, personal injury or death.



WARNING: Exercise extreme caution when using the front brake on wet or slippery surfaces, or on surfaces covered with sand, loose gravel, etc.



3.5. Ignition switch and steering lock



WARNING: Never attach a ring or any other object to the ignition key as they may hinder the steering action. Failure to observe this warning can lead to loss of control of the motorcycle, resulting in an accident, personal injury or death.



WARNING

Never attempt to change the switch functions while you are riding. This could cause loss of control of the motorcycle, resulting in an accident, personal injury or death.

The ignition switch enables and disables the electrical circuit and the steering lock. The four positions of the switch are described below.

OFF position

All electrical circuits are deactivated. The key can be removed.

ON position

All electrical circuits are activated. The instruments and warning lights perform the self-diagnostic cycle. The engine can be started. The key cannot be removed.



CAUTION

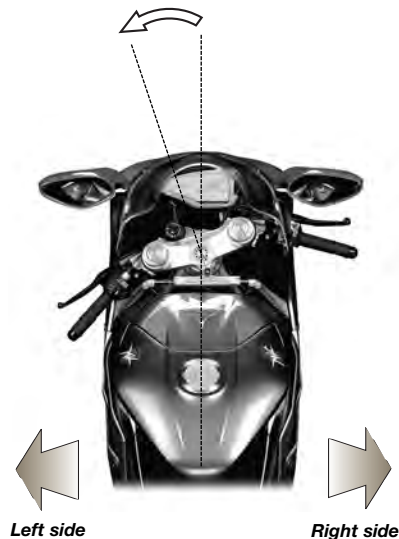
Do not leave the key on the ON position for a long time when the engine is not running, in order to avoid damage to the electrical parts of the motorcycle.



LOCK position

Turn the handlebar to the left or right. Press the key in gently while rotating it to the LOCK position.

All electrical circuits are deactivated and the steering is locked. The key can be removed.





P (PARKING) position

Turn the key from the LOCK position to the P position. All electrical circuits are deactivated except the parking lights. The steering is locked. The key can be removed.



CAUTION

Do not leave the key on the P position for a long time, in order to avoid discharging the battery of your motorcycle.

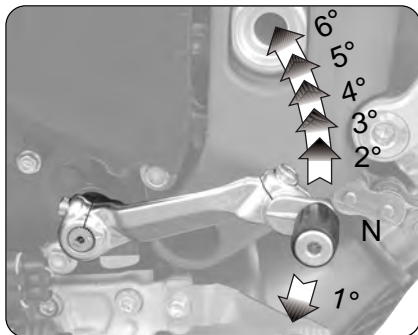
**3**

3.6. Gear lever

The **N** (neutral) position is indicated by the indicator light on the instrument panel.

To change into first gear, push the lever down.

To change into second gear, lift the lever up. Lifting the lever up repeatedly engages all the other gears in succession up to the sixth speed.





3.7. Instruments and warning lights

The instruments and warning lights are activated by turning the ignition switch to the ON position. After a preliminary check (approx. 7 seconds) the displayed information reflects the current general condition of the motorcycle.

3

Warning lights
(§3.7.1.)

Tachometer display

SET button
(§3.7.2.)

OK button
(§3.7.2.)

HAZARD button (§3.7.2.)

Multifunction display (§3.7.2.)





3.7.1. Warning lights

Headlights (blue)

It turns on when the headlights are on.

Turn indicator light (green)

Lights up when the turn indicators are activated.

Neutral warning lights (green)

It turns on when the gear is in "Neutral".

Battery charge indicator (red)

Lights up when the alternator does not supply enough current to charge the battery. If the indicator comes on while riding, contact an authorized service center.

Sidestand down warning light (red)

Lights up when the sidestand is down.

Engine oil pressure warning lights (red)

Lights up when the oil pressure is insufficient.



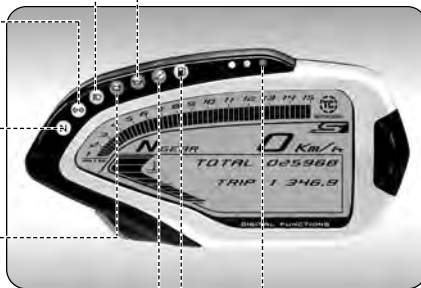
WARNING: If the warning light comes on while riding, stop the motorcycle immediately. Check the oil level and if necessary have it restored by a MV Agusta authorized service center (see §3.8.). If the warning light comes on even if the oil level is correct, do not resume riding and contact a MV Agusta authorized service center.

Rev limiter warning light (red)

It turns on when the engine exceeds 10800 rpm; the rev limiter limits the rpm to 13500.

Reserve fuel indicator (orange)

Comes on when approximately 4 litres of fuel are left.





3.7.2. Multifunction display

Gear display

It displays the currently engaged gear.
“N” stands for “neutral”.

Thermometer

It displays the temperature of the coolant by turning on a variable number of segments on a graduated scale. When the temperature falls outside the normal operating range, it may display one of the following information:

- the display shows just one blinking segment; it means that the temperature is low;
- all segments are on, while the upper segment is blinking; it means that the temperature is high.



Danger - Notice: if the temperature is high, stop the motorbike and check the coolant level. If it needs to be filled up, contact a MV Agusta licensed service center (see § 6.3). If the warning light turns on even if the level is adequate, stop driving and contact a MV Agusta licensed service center.

Speedometer

It displays the speed of the motorbike. It can be given in kilometres per hour (Km/h) or in miles per hour (Mph). The full scale measures 350Km/h (217 Mph).

“SPORT” Mode

It puts the injection unit in Sport Mode.

“SET” button

Press it to select and set the figures on the display.

“OK” button

Press it to confirm the new settings.

“HAZARD” button

Press it to turn on the emergency lights.

“TOTAL” odometer:

It displays the total distance covered; from 0 to 999999 (Km or miles)

Trip counter 1, “TRIP 1”

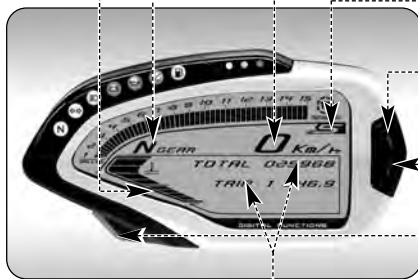
It displays the length of a trip; from 0 to 999.9 (Km or miles)

Trip counter 2, “TRIP 2”

It displays the length of a trip; from 0 to 999.9 (Km or miles)

Chronometer

It displays the time measured by the chronometer





4.1. Using the motorcycle

This section provides the basic information needed to correctly operate the motorcycle:

- Break-in (§ 4.2.)
- Starting the engine (§ 4.3.)
- Selecting and setting the display functions (§ 4.4.)
- Refuelling (§ 4.5.)
- Glove compartment (§ 4.6.)
- Parking the motorcycle (§ 4.7.)
- Checks to be performed before riding (§ 4.8.)



WARNING: Your motorcycle possesses very high power and performance characteristics. Therefore, its use requires a higher level of motorcycle riding skill and knowledge of the motorcycle. When you begin riding this motorcycle, you must ride especially carefully until you are thoroughly familiar with the motorcycle's power and performance characteristics. Failure to do so could result in an accident, personal injury or death.



CAUTION: The high temperatures caused by the use of the vehicle on race circuits could compromise the efficiency of the catalytic converter and of the exhaust system; therefore, we suggest installing a special exhaust system when using the vehicle on race circuits.



Respect and defend natural environment

Everything we do affects the whole planet as well as its resources.

MV Agusta, in order to protect the interests of the community, alerts the Customers and the Technical Assistance operators to use the vehicle and dispose of its replaced parts respecting the laws in force concerning environmental pollution and waste disposal and recycling.



4.2 Break-in



CAUTION

Failure to observe the indications provided below can reduce performance and shorten the life of the motorcycle.

Break-in is generally considered to apply only to the engine. In fact, it should be regarded as an essential phase for other important parts such as the tires, the brakes and the drive chain. During the very first miles, adopt a relaxed riding style.

□ 0 to 500 km (0 to 300 mi) (A)

Frequently change the engine speed. If possible, prefer hilly routes with gentle slopes and many bends. Avoid long straight stretches.



WARNING: New tires are sometimes coated with a mold release agent which makes them slippery. Abrupt acceleration, sharp turning or hard braking could cause you to lose control of your motorcycle. Ride at reduced speeds and exercise extreme caution during the first 100 km (62 miles) when the motorcycle is new and after the replacement of a tire.



□ 500 to 1000 km (300 to 600 mi)

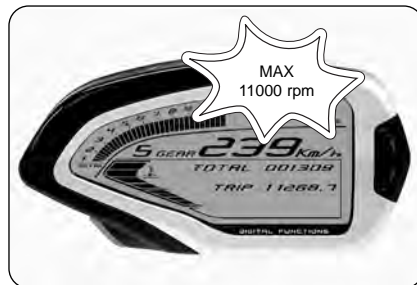
Avoid low or high engine speeds and vary your speed frequently. Do not exceed the engine speed shown in the figure.



4

□ 1000 to 2500 km (600 to 1600 mi)

Higher engine performance can be demanded, but it is advisable not to exceed the engine speed shown in the figure.





4.3. Starting the engine



WARNING

Starting the engine in a closed place can be dangerous. Exhaust emissions contain carbon monoxide, a colorless and odorless gas that can lead to serious harm or even death when inhaled.

Only start the engine outdoor, in the open air.

4

► As you turn the ignition switch to the ON position, the instruments and the warning lights will go through the self-diagnostic cycle; during this phase, make sure that all the warning lights on the dashboard come on. One of the following conditions must be verified, in order that the ignition switch system allows engine starting:

- The gears are in neutral.
- The gears are engaged, the clutch lever is pulled and the kickstand is up.





► If the self-diagnostic cycle detects a fault in the vehicle, the display shows the warning alert shown in the picture. In particular, this message highlights the vehicle part or device on which the fault has been detected.



4

► Press "OK" button to access to "RUN" mode.



WARNING

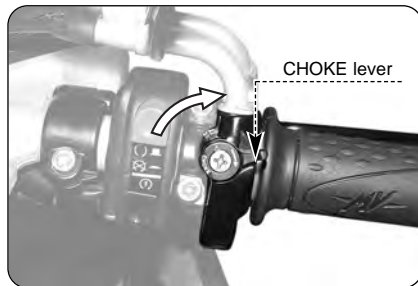
If a fault is detected on the vehicle, do not start engine and contact an authorized MV Agusta center.





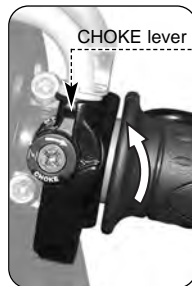
❑ Cold starting

► Turn the “CHOKE” lever without turning the accelerator handle.



► Press the starter button.

► As soon as the engine starts, release the button and when just slightly warmed up bring the “CHOKE” lever back to its starting position.





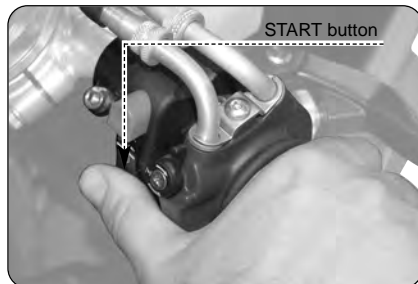
❑ Hot starting

- ▶ Press the start button without turning the throttle twist grip.
- ▶ As soon as the engine starts, release the button.



CAUTION

- Do not press the start button for longer than 5 consecutive seconds, in order to avoid damage to the electrical equipment.
- Avoid warming up the engine while the vehicle is stationary. The subsequent engine overheating can cause damage to the internal parts of the engine. It is advisable to bring the engine to the working temperature by riding at reduced speed.
- To ensure the maximum life of the engine, never speed up at full throttle when the engine is cold.





4.4. Selecting and setting the display functions

Some of the main measurements of the instruments may be changed.

The available options include:

- Select an operating mode:
 - “RUN” (Odometer)
 - “TC” (Traction control)
 - “CHRONO” (Chronometer)
 - “NIGHT/DAY” (Night/Day Mode)
- Reset the trip counter:
 - Trip counter 1 “TRIP 1”
 - Trip counter 2 “TRIP 2”
- Turn on the chronometer
- “IMMOBILIZER” mode (Antitheft device)
- Control unit mapping selection





4.4.1. Selecting the display functions

The following settings may be changed on the display:

- “RUN” (Odometer)
- “TC” (Traction control)
- “CHRONO” (Chronometer)
- “NIGHT/DAY” (Night/Day Mode)

To display the operating modes, press “SET” for less than four seconds. When pressed, the display shows all modes, in a sequence. Select the desired mode.



WARNING

The operation must be performed while the engine is not running, the gears are in neutral, the motorcycle is stationary, and with the feet on the ground. Do not set the display functions while riding.



❑ “RUN” mode

In addition to the speedometer, the display shows the following functions (see §4.4.2.):

- Total odometer “TOTAL”
- Trip counter 1 “TRIP 1”

As an alternative:

- Total odometer “TOTAL”
- Trip counter 2 “TRIP 2”



❑ “TC” Mode

This Mode adjusts the engine traction control level to your driving requirements (see §4.4.3.).





❑ “CHRONO” Mode

This mode turns on the Chronometer and saves the recorded information (see §4.4.4.).

The following is displayed:

- | | | |
|---------------|--------------------|---------------|
| • Chronometer | Current lap | “CURRENT LAP” |
| • Chronometer | Fastest lap | “BEST LAP” |
| • Chronometer | Last lap | “LAST LAP” |
| • Rev counter | Total laps covered | “N° LAP” |



4

❑ “NIGHT/DAY” Mode

This function enables the background colour of the display to be converted in order to adapt its visibility depending on the time of day or night the vehicle is used (see §4.4.5.).





4.4.2. Trip reset

To reset "TRIP 1" and "TRIP 2", proceed as follows.



WARNING

The display modes may be changed or set when the engine is off, the gear in neutral, the motorbike stationary with your feet on the ground. The display may not be changed while driving.



► Access the "RUN" mode; the total speedometer ("TOTAL") and partial speedometer 1 ("TRIP 1") will appear on the display.

► By pressing the "OK" key for more than four seconds, the "TRIP 1" value will be reset to zero.





► Press the “OK” key for less than four seconds until the partial speedometer 2 function (“TRIP 2”) appears on the display.



► By pressing the “OK” key for more than four seconds, the “TRIP 2” value will be reset to zero.





4.4.3. "TC" Mode

► Press "SET" in order to access to "TC" mode, then press "OK" for less than four seconds until "TC LEVEL" appears. The current traction control level is the same as the one shown on the display.

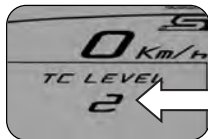
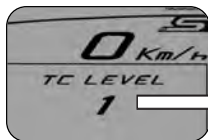
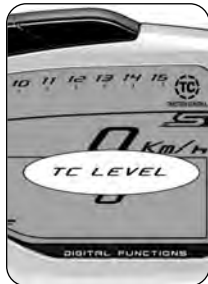


WARNING

The display modes may be changed or set when the engine is off, the gear in neutral, the motorbike stationary with your feet on the ground. Do not change the display while driving.

► Press "SET" for less than four seconds: the traction control level rises up to the next value. Such value may range between **0** and **8**.

► Press "OK" for over four seconds to confirm the selected traction control level.





4.4.4. Chronometer

□ Lap time recording

► Turn on the chronometer ("CHRONO" mode) to record the time taken to cover a lap.



► Press the headlight button to start recording the time. The colon that separates the minutes from the seconds and from the tenths of a second will start blinking. Now, the instrument is recording the time.





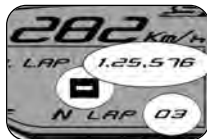
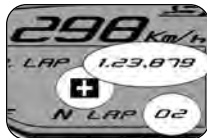
► Press the headlight button again to record the time taken to cover the 1st lap. At the same time, the instrument starts recording the time taken to cover the second lap.

The time measurement for the first lap is stored in the memory and is visualised on the display for ten seconds, after which the time measurement for the following lap appears.



► If using the chronometer again, every time you press the headlight button, it records a time. The instrument can record up to 100 consecutive times.

When the time for the lap which has just concluded is displayed, the symbol “+” or “-” appears if the time recorded is respectively higher or lower than the time measured during the previous lap.





□ Data display

Once all times have been recorded, they may be displayed.

- Access the “CHRONO” mode; the time of the fastest lap (“BEST LAP”) and the time of the last lap (“LAST LAP”) appears on the display.



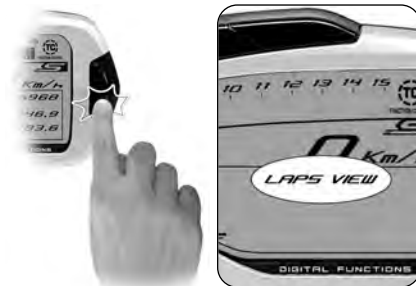
WARNING

The display modes may be changed or set when the engine is off, the gear must be in neutral, the motorbike must be stationary with your feet on the ground. Do not change the display while driving.

- Press “OK” for less than four seconds until “LAPS VIEW” appears.

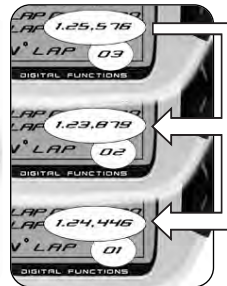


4





► By repeatedly pressing the key of the flashing high beam headlight, all the times previously acquired starting from the last lap memorised can be displayed in sequence.



4

► Once all the data have been displayed, press the "SET" key to return to the "LAPS VIEW" mode and then to the following mode.





□ How to delete data

To delete the saved data, proceed as follows:



WARNING

The display modes may be changed or set when the engine is off, the gear in neutral, the motorbike stationary with your feet on the ground. Do not change the display while driving.

► *Resetting of individual time recordings:* Access the “CHRONO” mode and press the “SET” key for less than four seconds until the words “SINGLE LAP RESET” appear on the display.

► Press the “OK” key for less than four seconds; the value of the last lap time memorised will start flashing.





► Now, press “OK” for over four seconds to delete the value. Otherwise, press “SET” for less than four seconds to stop the deletion procedure.



4

► Subsequently, by pressing the flashing high beam headlight key followed by the “OK” key for more than four seconds, all the previously acquired times can be cancelled.

► Once all the data have been cancelled, press the “SET” key to return to the “LAPS VIEW” mode and then to the following mode.





► *Resetting of best lap time:* Access the “CHRONO” mode and press the “SET” key for less than four seconds until the words “BEST LAP RESET” appear on the display.



► Press the “OK” key for less than four seconds; the value of the fastest last lap time memorised will start flashing.





► Now, press “OK” for over four seconds to delete the value. Otherwise, press “SET” for less than four seconds to stop the deletion procedure.

► Once all the data have been cancelled, press the “SET” key to exit the “BEST LAP RESET” mode and then pass to the following mode.



► *Resetting of all lap times recorded:* Access the “CHRONO” mode and press the “SET” key for less than four seconds until the words “ALL LAPS RESET” appear on the display.





► Press the “OK” key for less than four seconds; the display will ask you to confirm cancellation of all the data present in the memory.



► By pressing the “OK” key for more than four seconds, all the previously acquired times will be cancelled. By pressing the “SET” key for less than four seconds, the cancellation procedure will be interrupted.

► Once all the data have been cancelled, press the “SET” key to exit the “ALL LAPS RESET” mode and to return to the “CHRONO” mode.





4.4.5. "NIGHT/DAY" Mode

► To convert the display background colour, access the "NIGHT/DAY MODE" and press the "OK" key for less than four seconds.



WARNING

The display modes may be changed or set when the engine is off, the gear in neutral, the motorbike stationary with your feet on the ground. Do not change the display while driving.

► By pressing the "SET" key, the daytime and night-time display modes can be changed repeatedly.

► Once the display background colour has been defined, press the "OK" key for more than four seconds in order to confirm the chosen display mode and to return to the "NIGHT/DAY MODE". The defined background colour will be maintained in all the subsequent modes of use of the dashboard.





4.4.6. "IMMOBILIZER" Mode

The "IMMOBILIZER" lets the engine start only if it recognises the original starter key. This is actually an anti-theft device built into the electronic circuit of the vehicle, since only authorised people are allowed to drive it.

Use the dashboard "IMMOBILIZER" only in the event of a breakdown. If for any reason the original key is not recognised by the system, to let the engine start you must manually enter the secret code, which is on the MV Code Card that was handed out to you with the motorbike.

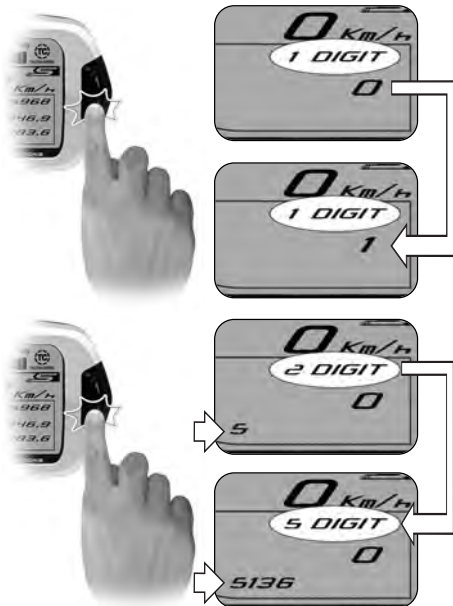
- ▶ Remove the lid from the box on the back of the MV Code Card and read the secret electronic code of the starter key (the figure shows a random code, for information only).
- ▶ Access to "RUN" mode and press "SET" for over eight seconds until "IMMOBILIZER" appears.



**WARNING**

The display modes may be changed or set when the engine is off, the gear in neutral, the motorbike stationary with your feet on the ground. Do not change the display while driving.

- ▶ Press "OK" for less than four seconds to set the first digit of the code.
- ▶ Press "OK" for less than four seconds to set the first digit between **0** and **9**.
- ▶ Once the digit has been selected, press "OK" for over four seconds to confirm the first digit of the code. Now, you can set the second digit of the code.
- ▶ Do the same to set the other four digits of the code.





► Once the full code has been entered, “CONFIRM-CODE” appears on the display. Press “OK” for over four seconds to confirm the code.



► If the entered code is recognised by the system, “VALID CODE” appears. The dashboard display goes back to “RUN”. The engine may be started.

► If the entered code is wrong, “NOTVALID CODE” appears. The system will not let the engine start; the display goes back to “IMMOBILIZER”. Repeat the code entry procedure from the start, taking care of setting all the right digits shown on your MV Code Card. If the problem persists, contact a MV Agusta licensed service center.





4.4.7. How to select the mapping of the control unit

In the F4 1000 model you may select a special mapping of the control unit, which will enable you to achieve higher power and efficiency for a briskly driving experience.

The mapping of the control unit can be selected by pressing the start button when the engine is switched on. "SPORT" appears on the dashboard display to show the mapping has been selected.



WARNING

The mapping selection may be changed or set when the engine is on, the gear in neutral, the motorbike stationary with your feet on the ground. Do not change the display while driving.





4.4.8. Warning/malfunction alerts

The dashboard may highlight the presence of a fault or a malfunction during different using conditions of the motorcycle.

► *Engine start:* As you turn the ignition switch to the ON position, the instruments and the warning lights will go through the self-diagnostic cycle. If the self-diagnostic cycle detects a fault in the vehicle, the display shows the warning alert shown in the picture. In particular, this message highlights the vehicle part or device on which the fault has been detected.

► Press “OK” button to access to “RUN” mode.



WARNING

If a fault is detected on the vehicle when the engine is off, do not start engine and contact an authorized MV Agusta center.



4





► *Fault during vehicle riding:* If a fault is detected during riding, the lower portion of the display shows the warning alert shown in the picture.



WARNING

If a fault is detected during riding, stop the vehicle and contact an authorized MV Agusta center.

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► After the vehicle is stopped, the display shows the warning message highlighting the vehicle part or device on which the fault has been detected.





► *High coolant temperature:* If a high value of the coolant temperature is detected, the display shows the warning alert shown in the picture. This message may appear during every using condition of the vehicle.

**WARNING**

If the coolant temperature is high, stop the motorbike and check the coolant level. If it needs to be filled up, contact a MV Agusta licensed service center (see § 6.3). If the warning alert appears even if the level is adequate, stop driving and contact a MV Agusta licensed service center.





4.5. Refuelling



WARNING: Before opening fuel cap, switch off the engine, stop smoking, and keep away from flames, sparks and heat sources. Failure to observe this warning can lead to a fire, resulting in an accident, personal injury or death.



WARNING: Gasoline and its fumes are highly toxic. Avoid contact and inhalation and perform refuelling in a well ventilated area. Failure to observe this warning can result in serious hazard to your health.



CAUTION: Use only unleaded fuel with a R.O.N. octane rating of 95 or higher. The green dot on the lower side of the tank cap and the label upon the fuel tank serve as a reminder of this.

- ▶ Lift the dust cover.
- ▶ Insert the key into the lock, rotate it clockwise and lift the tank cap.
- ▶ After refuelling, press down the tank cap while rotating the key clockwise to facilitate the locking. Then release the key and remove it.





WARNING: Never over fill the fuel tank. Overfilling may cause the fuel to overflow as a result of the expansion due to the heat from the engine or to exposure to sunlight. Fuel spills can catch fire. The level of the fuel in the tank must never be higher than the base of the filler. Failure to observe this warning can lead to a fire or other damage, resulting in an accident, personal injury or death.



CAUTION: Immediately wipe any spilled fuel with a clean cloth, to avoid damage to the painted or plastic surfaces.



WARNING

Verify that the tank filler cap is correctly closed before using the motorcycle.



4.6. Glove compartment

- ▶ Insert the key.
- ▶ Push the passenger seat downwards at the back and at the same time turn the key in a clockwise direction.
- ▶ Lift up the passenger seat at the back end, let it slide backwards and remove.

4

In order to reassemble the above mentioned part, you must perform the following operations:

- Rotate the key into the lock
- Press down the passenger seat
- Release the key
- Press down the seat once more, so to make sure of its firm coupling to the frame.



WARNING

Every time you lift or remove the passenger seat and every time the vehicle is used, make sure that the above mentioned part is correctly placed and that it is firmly secured to the motorcycle framework.



4.7. Parking the motorcycle

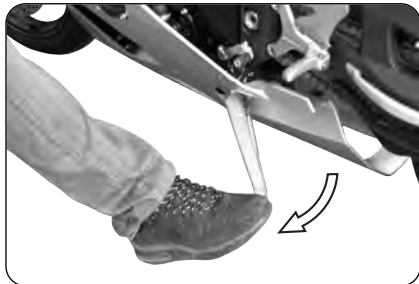
❑ Using the kickstand



WARNING

- Park your motorcycle only on firm, level ground. Parking the bike on soft ground can allow the kickstand to dig in, and the motorcycle can fall over resulting in an accident, personal injury or death.
- If you must park the bike on a slope, engage first gear and park with the motorcycle facing uphill. Remember to return the gear lever to neutral before restarting the engine.
- Never leave your motorcycle unattended without removing the key.

► Using your foot, lower the kickstand as far as it will go, and then slowly tip the motorcycle toward you to bring the stand supporting foot into contact with the ground's surface.





WARNING: Never sit on your bike when it is parked on the kickstand. This can damage the stand, and could cause the bike to fall over, with both damage to the motorcycle and possible injury to you.



WARNING: Before riding off, ensure that the kickstand is fully retracted, and that the kickstand warning light on the instrument panel is extinguished. Failure to observe this warning can result in the stand contacting the ground as you are riding, which can upset the motorcycle, resulting in an accident, personal injury or death. If you notice a malfunction of the kickstand switch, have it repaired by your MV Agusta dealer before using the motorcycle.

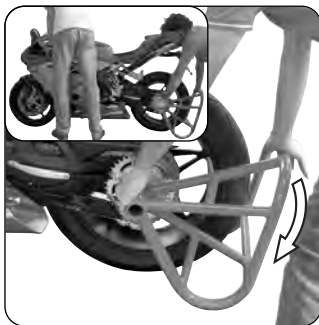
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□ Using the rear stand

Insert the stand pin into the rear wheel axle hole on the left side of the motorcycle. Rest the stand on the ground and, pressing down on the stand, lift the vehicle until it reaches a stable condition.



WARNING: This operation is best carried out with two people, one to steady the motorcycle and one to manipulate the rear stand. Keep bystanders away during this operation.





4.8. Checks to be performed before riding



WARNING: A motorcycle can be in good running order and then become unexpectedly unreliable if it was unused for a short or long period of time. You must carry out the inspections described in the table below before each ride. A few moments taken to carry out these inspections will help you maintain your motorcycle in optimum working order and avoid unsafe situations that could lead to loss of control of the motorcycle, serious injuries or even death.

Brakes

Check fluid level (§ 6.8).
Check for fluid leakage.
Pull lever and press pedal to check brake operation.
Check pads for wear (§ 6.7.)
Lubricate the lever joint, if necessary.

Gear lever

Press pedal to check gear operation.
Lubricate the lever joint, if necessary.

Engine start button / stop switch

Check operation (§ 3.4).

Clutch lever

Check fluid level (§ 6.9).
Check for fluid leakage.
Pull lever and check that it moves smoothly and gradually.
Lubricate the lever joint, if necessary.

Throttle twist grip

Check that grip rotates smoothly and returns to closed position when released.

Steering system

Verify that the operation is smooth and uniform.
Check for play and loosening.

Steering damper

Check adjustment (§ 5.6).

Lights, visual and acoustic signals

Check operation.

Tires

Check inflating pressure and wear (§ 6.10).

Suspensions

Verify that the operation is smooth and uniform.
Check adjustment (§ 5.7 and § 5.8).

Frame fasteners

Check tightening of all screws and nuts.
Tighten them, if necessary.

**Drive chain**

Check adjustment and lubrication (§ 6.11).

Coolant

Check level (§ 6.6).

Check for leakage.

Engine oil

Check level (§ 6.5).

Check for leakage.

Fuel

Check level.

Refuel, if necessary (§ 4.5).

Check for fuel leakage.

Kickstand

Check return to stowed position.

**WARNING**

If any component does not pass this pre-riding inspection, have it repaired before operating the motorcycle. Failure to do so could result in an accident, personal injury or death.



5.1. List of adjustments

There are many adjustments that can significantly improve the ergonomics, geometry and safety of the motorcycle.



WARNING: Many of these adjustments require specialized knowledge, tools and experience. General mechanical aptitude and tools may not be sufficient to properly inspect, adjust, service or repair your motorcycle. If you have any doubts, please take your motorcycle to an authorized service center.



WARNING: In order to maintain control of your motorcycle, always keep both hands on the handlebars. Never attempt to perform any of the adjustments listed here while you are riding, unless the text specifically instructs you to do so. Failure to heed this warning can result in an accident, personal injury or death.



(E) Rearview mirror adjustment (§5.5.)

(A) Clutch lever adjustment (§5.4.)

(E) Rearview mirror adjustment (§5.5.)

(F) Steering damper adjustment (§5.6.)

(C) Gear lever adjustment (§5.2.)

(H) Rear suspension
adjustment (§5.8.)

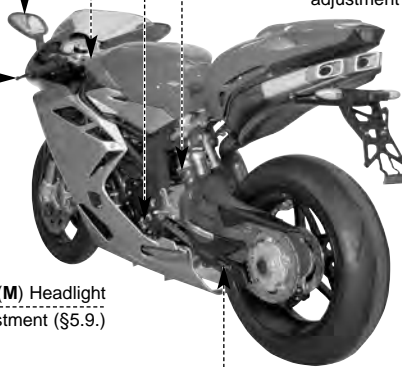
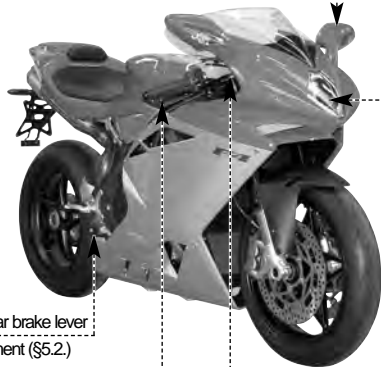
(D) Rear brake lever
adjustment (§5.2.)

(M) Headlight
adjustment (§5.9.)

(G) Front suspension
adjustment (§5.7.)

(B) Front brake lever adjustment (§5.3.)

(L) Drive chain
adjustment (§5.2.)





5.2. Table of adjustments

	A - Clutch lever adjustment: Optimizes the grip to suit the rider's needs (§5.4).	
	B - Front brake lever adjustment: Optimizes the grip to suit the rider's needs (§5.3).	
	C - Gear lever adjustment: Optimizes the position of the lever to suit the rider's needs.	
	D - Rear brake lever adjustment: Optimizes the position of the lever to suit the rider's needs.	
	E - Rearview mirror adjustment: Optimizes the orientation of the rearview mirrors (§5.5).	
	F - Steering damper adjustment: Adjusts the steering stiffness to the rider's preference (§5.6).	
	G - Front suspension adjustment: The following can be adjusted to adapt the response of the suspension to the rider's preference: <ul style="list-style-type: none">- spring preload (§ 5.7.1.)- rebound damper (§ 5.7.2.)- compression damper (§ 5.7.3.)	
	H - Rear suspension adjustment: The following can be adjusted to adapt the response of the suspension to the rider's preference: <ul style="list-style-type: none">- geometry height- spring preload- rebound damper (§5.8.1.)- high speed compression damper (§5.8.2.)- low speed compression damper (§5.8.3.)	
	L - Drive chain adjustment: To ensure safe and effective transmission of power.	
	M - Headlight adjustment: To adjust the range of the light beam to the geometry of the motorcycle (§5.9).	



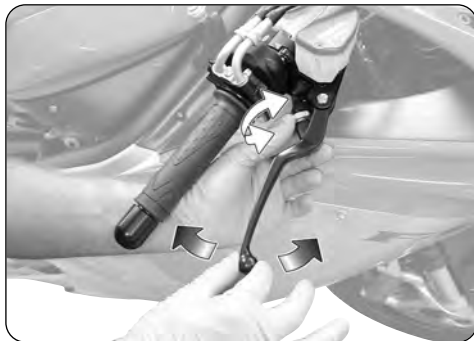
5.3. Adjusting the front brake lever



WARNING

Never perform the adjustment while riding.

While gently pulling the lever against the spring, turn the adjusting ring clockwise or counterclockwise to move the lever away or toward the hand grip.



5.4. Adjusting the clutch lever



WARNING

Never perform the adjustment while riding.

While gently pulling the lever against the spring, turn the adjusting ring clockwise or counterclockwise to move the lever away or toward the hand grip.





5.5. Adjusting the rearview mirrors



WARNING

Never perform the adjustment while riding.

Press the mirror at the points shown in the figure to adjust its position in the four directions.



WARNING

Check the rearview mirrors adjustment every time you use your motorcycle.



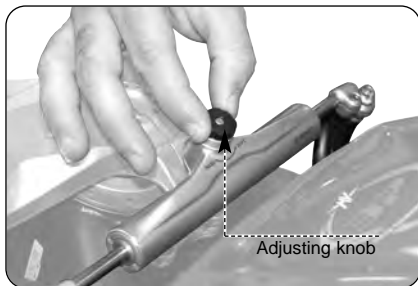
5.6. Adjusting the steering damper



WARNING

Never perform the adjustment while riding.

The standard adjustment is obtained by fully rotating the knob counterclockwise. In this position the damper offers the least resistance to the rotation of the steering. To suit the rider's needs, the action of the damper can be gradually increased by rotating the knob clockwise.

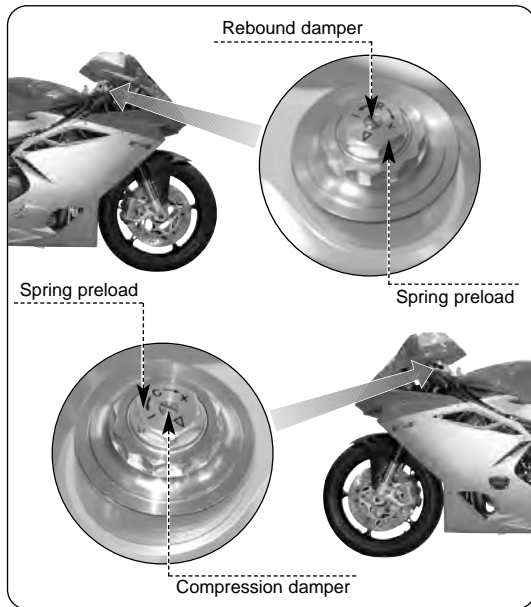




5.7. Adjusting the front suspension

NOTE

The adjustment of the suspensions must be preferably performed with the fuel tank full.





5.7.1. Spring preload (front suspension)

See the table in the enclosed sheet for spring preload adjustment. Refer to the number of turns from the fully counterclockwise position.

CAUTION: Do not force the adjusting nut past its fully counterclockwise position. Rotate the adjusting screw counterclockwise to decrease preload, clockwise to increase preload.



5.7.2. Rebound damper (front suspension)

See the table in the enclosed sheet for rebound damping adjustment. Refer to the number of clicks from the reference position, which is found by fully turning the screw clockwise and then counterclockwise until you hear the first click.

CAUTION: Do not force the adjusting screw past its fully clockwise position. Rotate the adjusting screw counterclockwise to decrease damping, clockwise to increase damping.





5.7.3. Compression damper (front suspension)

See the table in the enclosed sheet for rebound damping adjustment. Refer to the number of clicks from the reference position, which is found by fully turning the screw clockwise and then counterclockwise until you hear the first click.

CAUTION: Do not force the adjusting screw past its fully clockwise position. Rotate the adjusting screw counterclockwise to decrease damping, clockwise to increase damping.





5.8. Adjusting the rear suspension



WARNING: The high temperature of the exhaust pipes can cause burns. Before adjusting the rear suspension, shut off the engine and wait until the exhaust pipes have thoroughly cooled.

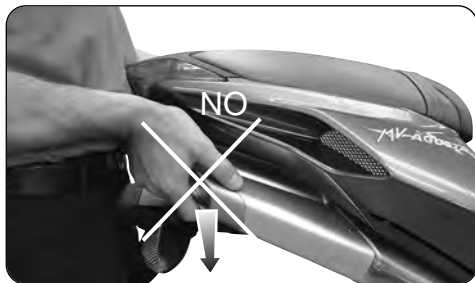
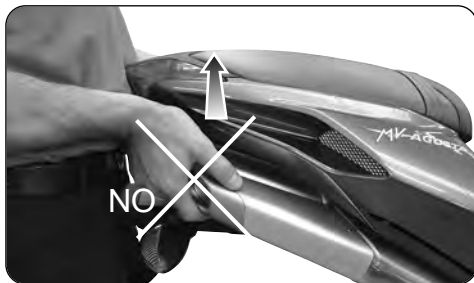


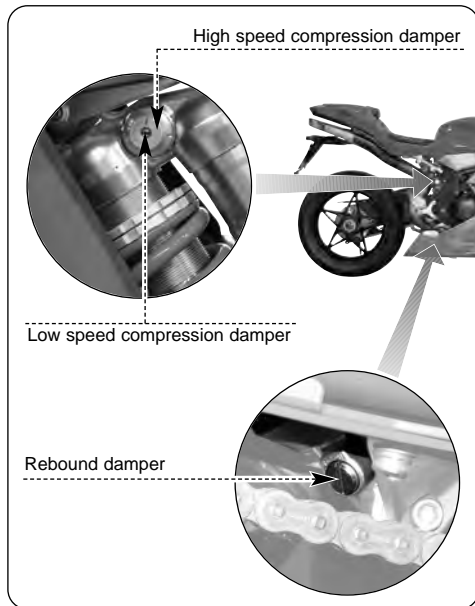
WARNING: The rear shock absorber contains highly compressed gas. Do not try to open or disassemble it in any way. Failure to heed this warning may lead to an explosion, resulting in an accident, personal injury or death.



CAUTION: When you estimate the rear suspension settings, never push or pull in any way on the exhaust mufflers. They would be certainly damaged.

NOTE: At the moment of delivery of the motorcycle, the rear suspension is adjusted in the standard configuration (see enclosed table).



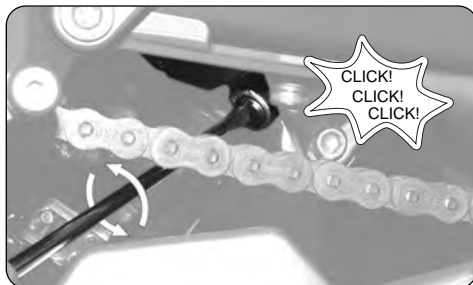


5.8.1. Rebound damper (rear suspension)

See the table attached to this manual for rebound damping adjustment. Refer to the number of clicks from the reference position, which is found by fully turning the screw clockwise and then counterclockwise until you hear the first click.



CAUTION: Do not force the adjusting screw past its fully clockwise position. Rotate the adjusting screw counterclockwise to decrease damping, clockwise to increase damping.

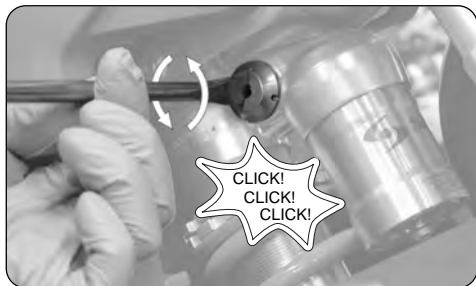




5.8.2. High speed compression damper (rear suspension)

See the table attached to this manual for compression damping adjustment. Refer to the number of clicks from the reference position, which is found by fully turning the screw counterclockwise and then clockwise until you hear the first click.

CAUTION: Do not force the adjusting nut past its fully counterclockwise position. Rotate the adjusting nut counterclockwise to decrease damping, clockwise to increase damping.



5.8.3. Low speed compression damper (rear suspension)

See the table attached to this manual for compression damping adjustment. Refer to the number of clicks from the reference position, which is found by fully turning the screw clockwise and then counterclockwise until you hear the first click.

CAUTION: Do not force the adjusting screw past its fully clockwise position. Rotate the adjusting screw counterclockwise to decrease damping, clockwise to increase damping.



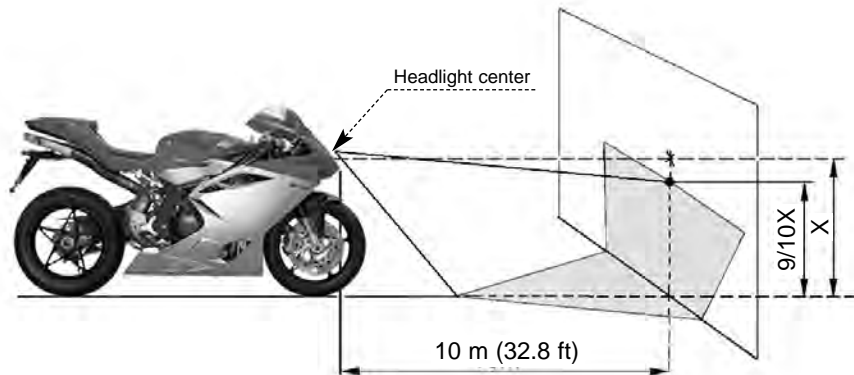


5.9. Headlight adjustment

Place the vehicle at a distance of 10 m (32.8 ft) from a vertical wall.

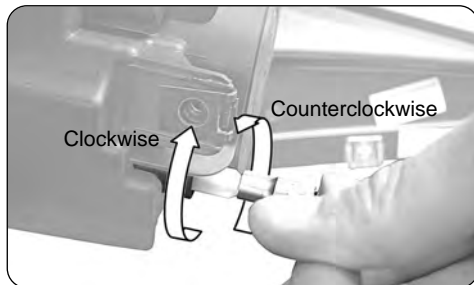
Make sure that the motorcycle is placed on an even horizontal surface, and that the headlight's optical axis is perpendicular to the wall. The vehicle must be held in an upright position. Measure the "X" distance between the headlight center and the ground surface, then trace a small cross on the wall at the same height.

When you turn the headlight on, the upper boundary line between the dark area and the lighted area must be at an height equal or lower than the 9/10 of the headlight center height (X).





The light beam can be adjusted vertically by turning the screw illustrated. If turned in a clockwise direction: the optical unit tilts upwards. If turned in an anti-clockwise direction: the optical unit tilts downwards. It can be tilted up to an angle of $\pm 4^\circ$ from the standard position.





6.1. Tables of scheduled maintenance and checks

The periodic checks and maintenance operations that are required to keep your motorcycle safe and in perfect running order are shown in the following tables.



WARNING: Many of these services and maintenance tasks require specialized knowledge, tools and experience. General mechanical aptitude and tools may not be sufficient to properly service and maintain your motorcycle. If you have any doubts, please take your motorcycle to an authorized service center.

NOTE: Any damage to your motorcycle which is the result of improperly performed maintenance is not covered by the warranty.

6

Most motorcycle maintenance operations must be performed while the bike is on the rear stand, the engine is off, and the start switch is set to OFF. This does not apply to the checking of fluid levels.

Use only lubricants and fluids listed in this manual (see § 6.3). If your motorcycle is damaged by the use of improper lubricants, fluids, or other such products, this damage is not covered under the warranty.



After the first 36,000 Km (22,400 miles) have elapsed, perform the maintenance operations at the same intervals as those shown in the table.



WARNING

Observe all the warnings, dangers and cautions related to the maintenance procedures as listed throughout this manual. Failure to observe this warning can not only destroy your motorcycle, but can lead to serious injury or even death.



WARNING

**Using low quality spare parts can result in unexpected failure, resulting in an accident, personal injury or death. Always use genuine MV Agusta spare parts.
Any damage to your motorcycle which is the result of the use of non-genuine spare parts is not covered by the warranty.**



WARNING

If your motorcycle is involved in an accident, have all it thoroughly inspected by an authorized MV Agusta dealer. Failure to heed this warning and operating a motorcycle, which is unsafe, could lead to serious injuries or even death.



Respect and defend natural environment

Everything we do affects the whole planet as well as its resources.

MV Agusta, in order to protect the interests of the community, alerts the Customers and the Technical Assistance operators to use the vehicle and dispose of its replaced parts respecting the laws in force concerning environmental pollution and waste disposal and recycling.



Tables of scheduled maintenance

km (mi) covered			0	1000 (600)	6000 (3800)	12000 (7500)	18000 (11200)	24000 (14900)	30000 (18600)	36000 (22400)
Service coupon			Pre-delivery	A	B	C	D	E	F	G
DESCRIPTION		OPERATION								
Engine oil		Check level	Every time vehicle is used							
		Renew		●	●	●	●	●	●	●
			At least once a year							
Engine oil filter		Replace (Use only MV Agusta genuine spare parts)		●	●	●	●	●	●	●
			Every time engine oil is changed							
Coolant		Check / Restore level	Every time vehicle is used							
		Check / Restore level	●	●	●	●	●	●	●	●
		Renew	At least every two years							
Cooling system		Check for leakage	●	●	●	●	●	●	●	●
Electric fans		Check operation	●	●	●	●	●	●	●	●
Valves		Check / Adjust				●		●		●
Timing chain		Check				●		●		
		Replace								●



Tables of scheduled maintenance

km (mi) covered			0	1000 (600)	6000 (3800)	12000 (7500)	18000 (11200)	24000 (14900)	30000 (18600)	36000 (22400)
Service coupon			Pre-delivery	A	B	C	D	E	F	G
DESCRIPTION		OPERATION								
Timing movable shoe		Check / Replace				●		●		
		Replace								●
		Every time timing chain is replaced								
Timing chain stretcher		Check / Replace				●		●		●
Spark plugs		Check / Replace			●		●		●	
		Replace				●		●		●
Fuel filter		Check / Replace				●		●		●
Throttle body		Check and Adjust		●	●	●	●	●	●	●
Air filter		Check / Replace			●	●	●	●	●	●
Brakes / Clutch fluid		Check level	Every time vehicle is used							
		Check level	●	●	●	●	●		●	●
		Renew						●		
			At least every two years							



Tables of scheduled maintenance

km (mi) covered			0	1000 (600)	6000 (3800)	12000 (7500)	18000 (11200)	24000 (14900)	30000 (18600)	36000 (22400)
Service coupon			Pre-delivery	A	B	C	D	E	F	G
DESCRIPTION		OPERATION								
Brakes / Clutch		Check operation	Every time vehicle is used							
		Check operation	●	●	●	●	●	●	●	●
		Check lines for leakage	●	●	●	●	●	●	●	●
Brake pads (front and rear)		Check wear	Every 1000 Km (600 mi)							
		Check / Replace		●	●	●	●	●	●	●
Fuel lines and connections		Check for leakage		●	●	●	●	●	●	●
		Replace	At least every 3 years							
Evaporative emission control system		Check / Adjust					●		●	
Throttle control		Check operation	Every time vehicle is used							
		Check operation	●	●	●	●	●	●	●	●
		Check / Adjust play	●	●	●	●	●	●	●	●
Choke control		Check operation	●	●	●	●	●	●	●	●



Tables of scheduled maintenance

km (mi) covered			0	1000 (600)	6000 (3800)	12000 (7500)	18000 (11200)	24000 (14900)	30000 (18600)	36000 (22400)
Service coupon			Pre-delivery	A	B	C	D	E	F	G
DESCRIPTION		OPERATION								
Flexible controls and transmissions		Check / Adjust	●	●	●	●	●	●	●	●
Drive chain		Check	Every 1000 Km (600 mi)							
		Lubricate	Every 1000 Km (600 mi) and after riding under the rain							
		Check / Adjust	●	●	●	●	●	●	●	●
		Lubricate		●	●		●		●	
		Replace				●		●		●
Front sprocket / Tab washer		Check		●	●		●		●	
		Replace				●		●		●
			Every time drive chain is replaced							
Rear sprocket		Check		●	●		●		●	
		Replace				●		●		●
			Every time drive chain is replaced							



Tables of scheduled maintenance

km (mi) covered			0	1000 (600)	6000 (3800)	12000 (7500)	18000 (11200)	24000 (14900)	30000 (18600)	36000 (22400)
Service coupon			Pre-delivery	A	B	C	D	E	F	G
DESCRIPTION		OPERATION								
Rear sprocket spring drive		Check / Replace				●		●		●
Steering head tube ring		Check / Adjust		●		●		●		●
Steering bearings		Check / Adjust		●		●		●		●
		Lubricate						●		
Tires		Check pressure	Every time vehicle is used; at least every 10 days							
		Check wear	Every time vehicle is used; at least every 500 Km (300 mi)							
		Check pressure	●	●	●	●	●	●	●	●
		Check wear		●	●	●	●	●	●	●
Wheel rims		Inspect visually		●	●	●	●	●	●	●
			Every time tire is replaced							
Front wheel bearings		Check			●	●	●	●	●	
			Every time tire is replaced							
		Replace								●



Tables of scheduled maintenance

km (mi) covered			0	1000 (600)	6000 (3800)	12000 (7500)	18000 (11200)	24000 (14900)	30000 (18600)	36000 (22400)
Service coupon			Pre-delivery	A	B	C	D	E	F	G
DESCRIPTION		OPERATION								
Kickstand		Check operation	Every time vehicle is used							
		Check operation	●	●	●	●	●	●	●	●
Side stand switch		Check operation	Every time vehicle is used							
		Check operation	●	●	●	●	●	●	●	●
Rear wheel hub		Check / Lubricate needle bearing				●		●		
		Replace / Lubricate needle bearing								●
Swingarm bearings		Check / Lubricate								●
Drive chain pads on swingarm		Check / Replace		●	●	●	●	●	●	●
Drive chain pads on frame plate		Check / Replace		●	●	●	●	●	●	●
Rear shock absorber		Check / Adjust		●		●		●		●
Front fork oil		Renew						●		
Battery connections		Check and clean		●	●	●	●	●	●	●
Electrical equipment		Check operation	●	●	●	●	●	●	●	●







Tables of scheduled maintenance

km (mi) covered			0	1000 (600)	6000 (3800)	12000 (7500)	18000 (11200)	24000 (14900)	30000 (18600)	36000 (22400)
Service coupon			Pre-delivery	A	B	C	D	E	F	G
DESCRIPTION		OPERATION								
Instrument panel		Check operation	Every time vehicle is used							
		Check operation	•	•	•	•	•	•	•	•
Lights / Visual signals		Check operation / Replace bulbs	Every time vehicle is used							
		Check operation / Replace bulbs	•	•	•	•	•	•	•	•
Horn		Check operation	Every time vehicle is used							
		Check operation	•	•	•	•	•	•	•	•
Headlight		Check operation	Every time vehicle is used							
		Check operation	•	•	•	•	•	•	•	•
		Adjust	Every time geometry is changed							
Ignition switch		Check operation	Every time vehicle is used							
		Check operation	•	•	•	•	•	•	•	•
Locks		Check operation	Every time vehicle is used							
		Check operation	•	•	•	•	•	•	•	•



Tables of scheduled maintenance

km (mi) covered			0	1000 (600)	6000 (3800)	12000 (7500)	18000 (11200)	24000 (14900)	30000 (18600)	36000 (22400)
Service coupon			Pre-delivery	A	B	C	D	E	F	G
DESCRIPTION		OPERATION								
Screws and nuts		Check / Tighten	●	●	●	●	●	●	●	●
Hose clamps		Check / Tighten	●	●	●	●	●	●	●	●
General lubrication			●	●	●	●	●	●	●	●
General test			●	●	●	●	●	●	●	●

In order to highlight symbols importance, remember the following information:




Information on operations that can be carried out by the user.



Information on operations that must be performed only by your authorized MV Agusta dealer.



The “” symbol points out the requirement to use a tool or a special equipment in order to correctly perform the described operation.



6.2. Tools and accessories supplied

A bag in the glove compartment contains the following tools:

- 1 hexagonal bar with 10 mm (0.4 inch) hexagon;
- 6 Allen keys with 2.5 - 3 - 4 - 5 - 6 - 8 mm (0.10 - 0.12 - 0.16 - 0.20 - 0.24 - 0.32 inch) hexagons;
- 1 spanner for rear wheel eccentric with extension;
- 1 fuse puller;
- 3 fuses (15 A).

The following accessories are also supplied:

- 1 spark plug wrench (16 mm hexagon);
- 1 document holder.





6.3. Table of lubricants and fluids

<i>Description</i>	<i>Recommended product</i>	<i>Specifications</i>
Engine lubrication oil	AGIP RACING 4T 10W/60 (*)	SAE 10W/60 - API SJ
Coolant	AGIP ECO - PERMANENT	Ethylene glycol diluted with 50 percent distilled water
Brake and clutch fluid	AGIP BRAKE FLUID DOT4	DOT4
Drive chain lubrication oil	MOTUL CHAIN LUBE ROAD	—

* : MV Agusta suggests to refer directly to its authorized dealers in order to purchase the recommended product. The AGIP Racing 4T 10W/60 engine oil has been expressly produced for the F4 motorcycle engine. If the above described lubricant is not available, MV Agusta suggests to use a fully synthetic engine oil having characteristics equal or better than the ones prescribed in the following standards:

- Consistent with: API SJ
- Consistent with: ACEA A3
- Consistent with: JASO MA
- SAE Rating: SAE 20 W-50 o 10 W-60

NOTE

The above standard denominations must be written, alone or together, on the engine oil container label.

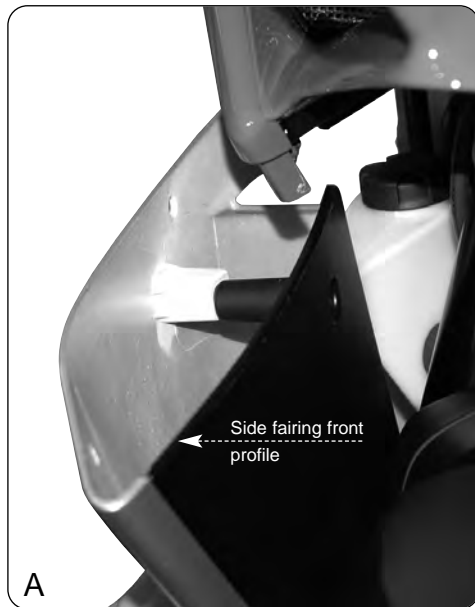




6.4. Removing/fitting the right-hand side fairing

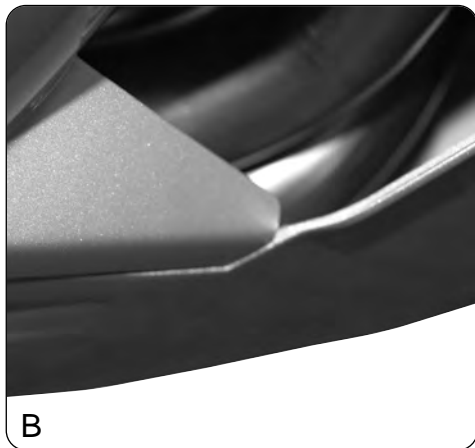
Pull off the quick fastenings and then remove the side fairing.





Fit the side fairing, taking care to position the front profile as shown in figure A.

Fasten the panel by positioning the tab in the lower part of the fairing as shown in figure B.





6.5. Checking the engine oil level

Check the oil level while the engine is not running, and has been allowed to cool down for at least ten minutes after a ride.

The check must be performed after placing the motorcycle in an upright position on a horizontal surface.

The level must be between the MAX and MIN marks on the crankcase.

If the oil level is below the MIN mark, top up as described in § 6.5.1. Never exceed the MAX level.

WARNING

Never run your motorcycle if the oil level is below the minimum mark. This could cause seizure, resulting in loss of control of the motorcycle, an accident, personal injury or death.





6.5.1. Topping up the engine oil level

To top up the engine oil level, first remove the right-hand side fairing (see § 6.4) to expose the oil filler plug. Remove the oil filler plug by using the 10 mm hexagonal bar supplied, assembled on a proper key (see figure). Pour an appropriate amount of engine oil of the recommended type (see § 6.3). Never exceed the MAX level mark. At the end of the operation, place back the oil filler plug and reassemble the right-hand side fairing.



WARNING

Before reassembling the oil filler plug, grease its O-Ring by using AGIP Grease 30. Replace the oil filler plug and tighten it to a torque of 35 Nm, by using a torque wrench. Failure to replace or tighten the oil filler plug may lead to oil spillage that could result in engine seizure, loss of control of the motorcycle, an accident, personal injury or death.



CAUTION

To avoid clutch sliding and damage to the engine, never add chemical additives to the engine oil, nor use an engine oil different from the one specified in the table at § 6.3. Make sure that no foreign body gets in the crankcase while topping up the engine oil.

**WARNING**

New or used engine oil can be dangerous. Engine oil is highly toxic for people and domestic animals. Avoid ingestion and contact. It has been proved that prolonged contact with engine oil can cause skin cancer. Even a brief contact with engine oil can cause skin irritation.

- In the event of an engine oil ingestion, immediately call a doctor and do not cause vomiting, in order to avoid inhalation of engine oil in lungs.

- Keep new or used engine oil out of reach of children and domestic animals.
- While topping up the engine oil, wear a long-sleeved shirt and a pair of waterproof gloves to protect your skin.
- If the engine oil comes in touch with your skin, wash it away with soap and water.
- Follow your local laws and/or environmental laws to recycle or dispose of the used engine oil properly to avoid environmental pollution.



6.6. Checking the coolant level

Check the coolant level after the engine has been shut off for at least fifteen minutes after riding. If you attempt to check the coolant level while the engine is still warm, you will get an erroneous level indication.



WARNING: Never attempt to remove the coolant cap when the engine is hot.

The motorcycle must be positioned upright on a horizontal surface to make this check.

Ensure that the coolant level is between the MIN and MAX marks as shown in the figure.

If the coolant level is below the MIN mark, top up the coolant as described at paragraph 6.6.1.



WARNING: Never run your motorcycle if the coolant level is below the minimum mark. This could cause seizure, that can result in loss of control of the motorcycle, an accident, personal injury or death.





6.6.1. Topping up the coolant level

Remove the coolant filler cap and top up with the recommended coolant (see §6.3).



WARNING

The cooling system is under pressure. Always very carefully remove the coolant filler cap. Never attempt to remove the coolant filler cap until the motorcycle has completely cooled to room temperature. Failure to observe this warning will result in coolant being splashed on you with subsequent serious burns and serious personal injury. If you have the slightest doubt that the motorcycle has completely cooled, do not remove the cap, but allow the motorcycle to completely cool.



**WARNING**

Under certain conditions, ethylene glycol contained in the coolant can become flammable. When it is lighted, it produces an invisible flame.

Avoid spilling coolant on hot parts of the motorcycle, because the subsequent combustion of ethylene glycol could cause serious burns and serious personal injury.

**WARNING**

Coolant is a highly toxic fluid. Avoid ingestion and contact with your skin or eyes. Keep coolant out of reach of children and domestic animals. In the event of a coolant ingestion, immediately call a doctor and do not cause vomiting, in order to avoid inhalation of coolant in lungs. If the coolant comes in touch with your skin or eyes, immediately wash it away with water.

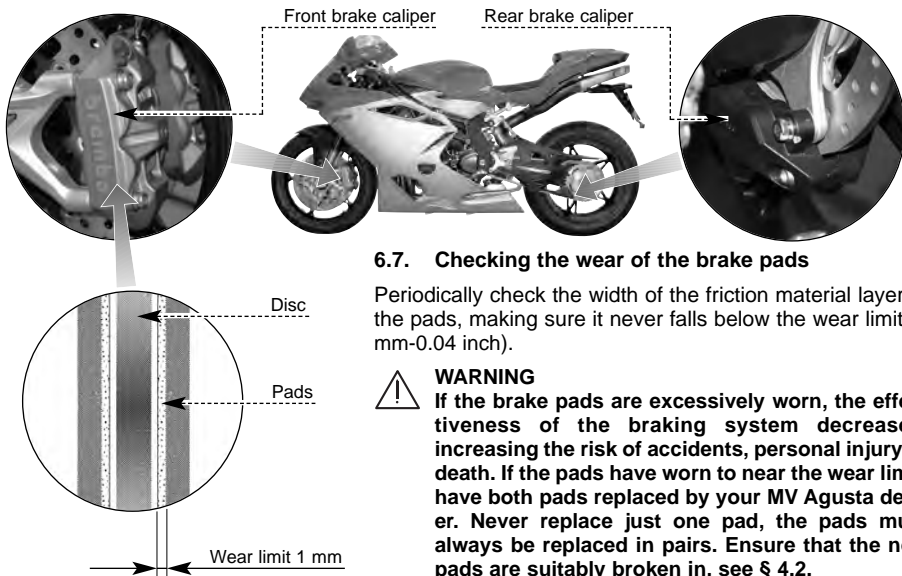
**CAUTION**

Use only the coolant specified in the table in section 6.3. Do not mix nor dilute the coolant with additives or different fluids. If the coolant specified in section 6.3. is not available, use a coolant having technical characteristics consistent with the prescribed product. See your MV Agusta dealer.

**CAUTION**

Do not spill coolant on any part of the motorcycle. It will damage painted and plastic parts. If you do spill coolant on your motorcycle, carefully flush the coolant away with cool clear water.

After topping up, carefully replace the cap and the previously removed parts.



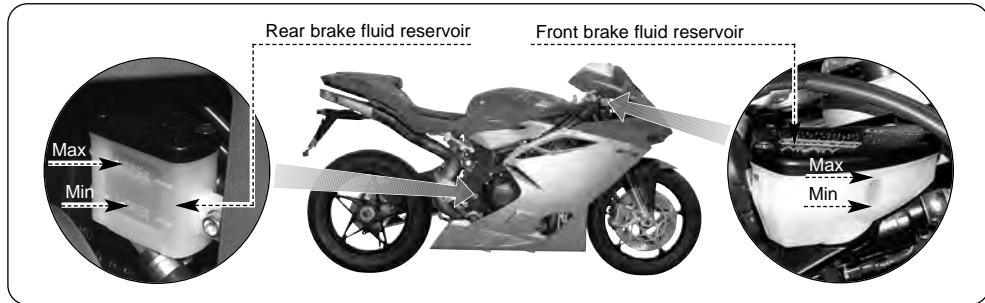
6.7. Checking the wear of the brake pads

Periodically check the width of the friction material layer of the pads, making sure it never falls below the wear limit (1 mm-0.04 inch).



WARNING

If the brake pads are excessively worn, the effectiveness of the braking system decreases, increasing the risk of accidents, personal injury or death. If the pads have worn to near the wear limit, have both pads replaced by your MV Agusta dealer. Never replace just one pad, the pads must always be replaced in pairs. Ensure that the new pads are suitably broken in, see § 4.2.



6.8. Checking the brake fluid level



WARNING

Before riding, always check the braking system according to the instructions provided at § 4.8. of this manual.

The level of the brake fluid decreases as the brake pads wear down. Ensure that the fluid level is always between the MAX and MIN marks. If the level falls below the MIN mark, contact an authorized service center and have the brake system repaired.

**WARNING**

Never use your motorcycle if the fluid level is below the MIN mark. The brakes may fail to properly operate, resulting in an accident, personal injury or death. If the brake fluid level is below the MIN mark, the braking system must be overhauled by an authorized MV Agusta dealer.

**WARNING**

Brake fluid replenishing must be performed only by skilled personnel. Brake fluid is highly toxic. Avoid ingestion and contact with your skin or eyes. Keep brake fluid out of reach of children and domestic animals. In the event of a brake fluid ingestion, immediately call a doctor and do not cause vomiting, in order to avoid inhalation of brake fluid in lungs. If the brake fluid comes in touch with your skin or eyes, immediately wash with water.

**WARNING**

Use only the brake fluid specified at paragraph 6.3. of this manual. Mixing different brake fluids can cause a dangerous chemical reaction, as well as the decrease of the braking efficiency. This could increase the risk of accidents, with subsequent serious injury or even death.

**WARNING**

An insufficient amount of brake fluid may allow the introduction of air into the braking system. This could compromise the effectiveness of the braking system, resulting in an accident, personal injury or death. Presence of air in the braking system can be identified in the moment you feel a characteristic "spongy effect" while pushing the brake lever. In this case, have a braking system bleeding performed by an authorized MV Agusta dealer before riding your motorcycle again.



6.9. Checking the clutch fluid level

The fluid level must be between the MAX and MIN marks.

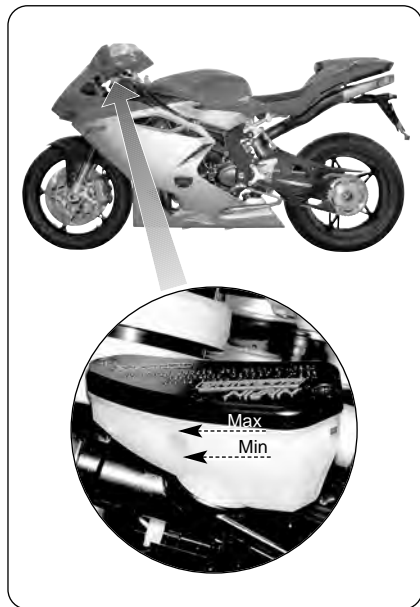
If the level falls below the MIN mark, contact your MV Agusta dealer and have the clutch control system repaired.

**WARNING**

Never use your motorcycle if the fluid level is below the MIN mark. The clutch may fail to properly operate which could result in an accident, personal injury or death. If the clutch fluid level is below the MIN mark, have the clutch system overhauled by an authorized MV Agusta dealer.

**WARNING**

Use only the clutch fluid specified in section 6.3. of this manual.





6.10. Checking and replacing the tires

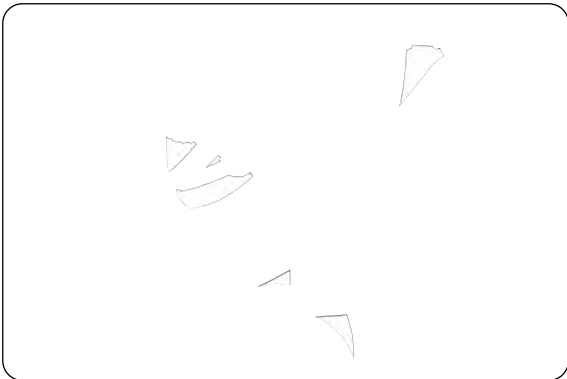


WARNING

Before using the motorcycle, always check the pressure and wear of the tires. The tire air pressure must be checked and adjusted on cold tires.

Checking the air pressure of each tire is an essential requirement to ensure driving safety.

Never exceed the maximum inflation pressure recommended by the tire manufacturer. Refer to the pressures given in § 8.2. or on the label applied to the steering head tube. In the event of long rides, you can increase the face value of the tire pressure by 0.2 bar (0.014 psi). In the event of use of the motorcycle at a speed higher than 300 km/h, increase the tyre pressure with reference to the values given in § 8.2.



WARNING

Incorrect tire pressure can result in loss of control of the motorcycle, an accident, personal injury or death.



Excessive tire pressure reduces grip on the road and increases the risk that the tire will unexpectedly burst. Inflation pressure that is too low reduces tire performance and increases the probability of detachment of the tire from the rim, resulting in sudden and unexpected loss of tire pressure. In addition, premature wear and damage to the rim may occur. These conditions can cause loss of control of the motorcycle, resulting in an accident, personal injury or death.

Before riding, it is therefore necessary to measure the tire pressure at room temperature. The vehicle must be parked at least three hours.

Moreover, it is extremely important to check the wear of the tires before riding. In fact, a worn tire can be punctured more easily than a new one, and it can adversely affect handling and stability of the motorcycle.

Always check the depth of the tire tread. The tread depth must always be at least 1/8 inch (3 mm). Verify the absence of crevices at the bottom of the tread design and fissures on the tire sidewall.

Moreover, verify the absence of nails and glass splinters in the tire. If you see any evidence or wear, have the tire replaced by an authorized MV Agusta dealer.

**WARNING**

- **Never ride your motorcycle if the tires are cut, cracked, leaking or if there is damage to the tread or sidewall. Never ride your motorcycle if the tires are not properly inflated. If the tires of your motorcycle are worn, have them replaced by your MV Agusta dealer.**
- **If a tire is punctured it must be replaced, not repaired. A repaired tire provides a restricted performance and lower safety levels than a new one. If you make a provisional or emergency repair to a tire, you must ride at very low speed until you reach the nearest MV Agusta dealer and have the tire replaced. With a provisionally repaired tire, never exceed 60 km/h (35 mph).**



Tire repairing must never be performed if the tire is punctured on its sidewall, or if the diameter of the puncture on the tread is greater than 6 mm (0.24 inch).

- Do not use sealing fluids to repair a punctured tire. These products can adversely affect the material of the tire layers, as well as hide the minor damages caused by objects penetrated in the tire.
- When it is necessary to replace the tires, use only the type specified in section 8.2. Moreover, avoid using tires of a different brand or type on the front and on the rear wheel at the same time. Using tires different from those specified can adversely affect the handling and stability of the motorcycle, increasing the risk of accidents with subsequent serious injury or even death.
- Have the tires replaced according to their direction of spin, which is highlighted by a small arrow on the tire sidewall.

- The wheel rims of your motorcycle have been designed for use with tubeless tires only. Do not assemble an air tube tire on rims designed for tubeless tires. Otherwise, the tire bead could not properly settle down on the wheel rim, leading to the deflation of the tire and the loss of control of the vehicle.
- Do not assemble an air tube on a tubeless tire. The overheating of the tire could cause the explosion of the air tube, leading to the deflation of the tire and the loss of control of the vehicle.
- New tires are sometimes coated with a mold release agent which makes them slippery. Abrupt acceleration, sharp turning or hard braking could cause you to lose control of your motorcycle. Ride at reduced speeds and exercise extreme caution during the first 100 km (62 miles) when the motorcycle is new and after the replacement of a tire.



❑ Rear wheel disassembling

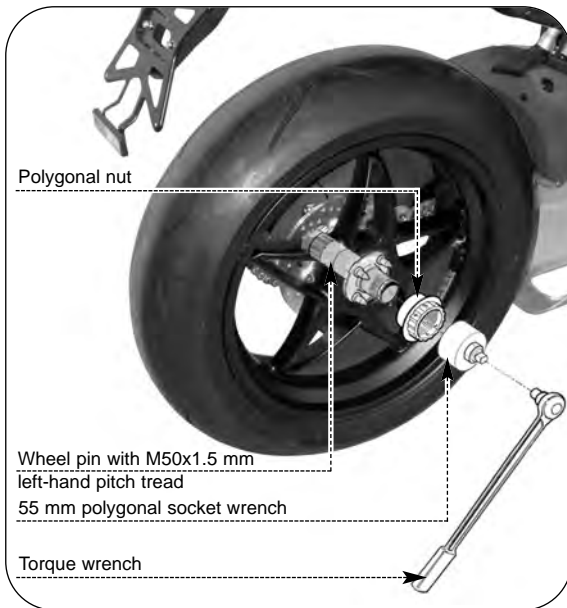


CAUTION

If you have the rear tire replaced by a tire dealer that is not an authorized MV Agusta dealer, make sure that the following tools are used during disassembly and reassembly:

- 55 mm polygonal socket wrench
- Torque wrench

The rear wheel parts can be seriously damaged if other tools are used. Always have the tires replaced by an authorized MV Agusta dealer.





❑ Checking the wheel rims

Before riding, always verify the absence of cracks, bending or buckling on the wheel rims.



WARNING

If you find that the wheel rim is damaged in any way do not ride the motorcycle. Have it replaced by an authorized MV Agusta dealer. If you do have to ride the motorcycle, it should be operated at low speeds and driven only to the nearest MV Agusta dealer. Never attempt to repair the wheel rim, even in case of slight damage. Every time you replace a tire or a rim, you must have a wheel balancing performed by an authorized MV Agusta dealer. Wheel unbalance can adversely affect performance and handling of the motorcycle, as well as shorten the life of the tires. This may increase the risk of accidents, with subsequent serious injury or even death.



WARNING

When you have a wheel balancing performed, make sure to assemble only approved counterweights on the wheel rim. Do not use balancing or balancing/sealing fluids.



WARNING

Do not attempt to have a tubeless tire removed without using the proper tools and protections for the wheel rim. Otherwise, you could damage the sealing surface of the rim, leading to the deflation of the tire and the loss of control of the motorcycle resulting in an accident, personal injury or death.



6.11. Checking and lubricating the drive chain

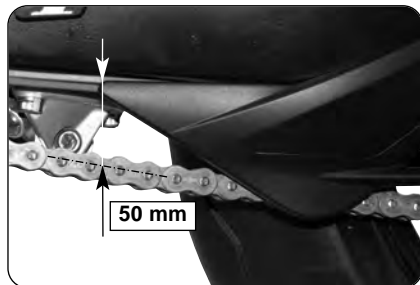
To perform these operations, you must put the motorcycle on the rear stand, upright on a horizontal surface and with the gear in neutral.

❑ Checking the chain adjustment



WARNING: Before checking the chain adjustment, contact a MV Agusta authorized center to verify that the value of the static setup of the rear suspension is correct. Also make sure that the chain is properly lubricated.

The axis of the chain lower portion must be **50 mm (1.97 in.)** from the lower chain guard. Manually turn the rear wheel and carry out the check at several points along the chain. The distance between the chain and the lower chain guard must remain almost constant as the wheel turns. If the chain is only partially loosened, it means that some chain links are flattened, seized or elongated. If the distance is greater than 50 mm (1.97 in.), have the chain adjusted by your local MV Agusta dealer.



WARNING

When servicing the chain, always wear heavy gloves and use extreme caution to avoid pinching your fingers between the chain and the sprocket. If your hand is pinched between the chain and the sprocket your fingers and hand could be amputated.



WARNING: Never ride your motorcycle when the drive chain is in poor condition or improperly adjusted. Failure to heed this warning can lead to, among other things, rear wheel lockup with subsequent loss of control of the motorcycle, resulting in an accident, personal injury or death. Before riding, always check the chain adjustment according to the procedures shown in this section. If necessary, have the chain adjusted by your MV Agusta dealer.



WARNING: If you notice damage or excessive wear of the chain and the related sprockets, have them immediately replaced by an authorized MV Agusta dealer. Every time the chain is replaced, you must always replace the front and rear sprockets too. Failure to heed this warning can lead to, among other things, rear wheel lockup with subsequent loss of control that could result in serious injury or even death.



WARNING: Never attempt to make repairs to a damaged drive chain. Defective chains must be replaced. Repairing the chain can cause the links or rivets to separate that could result in loss of control and subsequent serious injuries or even death.



CAUTION: Improper drive chain adjustment or slack can lead to chain slippage or breakage that could damage the engine and other vital parts of your motorcycle.



WARNING: Every time it is requested to operate the rear wheel hub screws, contact an authorized MV Agusta dealer. In order to tighten the screws, apply a tightening torque equal to the value shown in the label placed on the swingarm (see §2.2.). Applying a torque higher than the indicated value can cause the premature deterioration of the rear wheel hub, compromising the reliability of the motorcycle and the safety of the rider.



□ Lubrication

To ensure proper operation, the drive chain needs to be properly lubricated.

► Preliminary cleaning - Before lubrication, the dirt accumulated on the chain must be dissolved using kerosene and then removed with a clean rag and/or an air jet.



CAUTION

Never clean the chain with hot steam, high pressure water jet, gasoline or other solvents. The drive chain contains O-rings. To prevent damage to the O-rings, the chain must be cleaned using kerosene only.



WARNING

Kerosene is highly toxic and flammable. Avoid contact and inhalation. Keep kerosene away from sparks and flames. Keep kerosene out of reach of children and domestic animals. Correctly dispose of exhaust kerosene, in order to avoid environmental pollution.





► **Lubrication** - Apply a film of lubricant over the whole of the drive chain, taking care not to smear the surrounding parts, and in particular the tires. Direct the lubricant jet on the internal links, in order to lubricate the surface of the O-Rings and penetrate inside the chain roller.



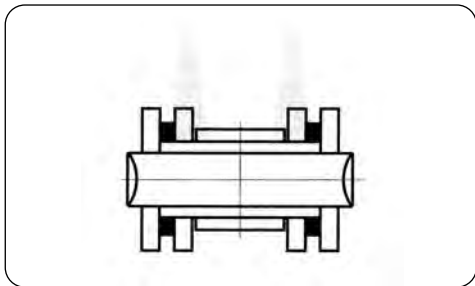
CAUTION

Only use the lubricant specified in section 6.3. of this manual, in order to protect the drive chain and avoid oil spurts when the vehicle is in motion.



WARNING

Chain lubrication must be performed according to the intervals specified in the tables of scheduled maintenance (see § 6.1.). It is also necessary to perform this operation after riding in the rain and after washing the motorcycle. Never ride your motorcycle when the drive chain is in poor condition or improperly adjusted.





6.12. Checking the idle speed

Check the idle speed when the engine has reached the operating temperature. Ensure that the choke control has not been activated.

The idle speed should range from 1,150 to 1,250 rpm.

If a tune-up is necessary, contact your MV Agusta dealer.





6.13. Periodic emission check

To ensure that your new **MV Agusta F4** maintains compliance with emission regulations, have the following operations performed by your MV Agusta dealer at the specified intervals.

□ *1,000 km (600 mi)*

- **Check and if necessary adjust:**

- Idle speed
- Injection system throttle body

- **Renew:**

- Engine oil
- Oil filter

□ *6,000 km (3,800 mi)*

- **Check and if necessary adjust (or renew):**

- Injection system throttle body
- Air filter
- Spark plugs

- **Renew:**

- Engine oil
- Oil filter

□ *12,000 km (7,500 mi)*

- **Check and if necessary adjust (or renew):**

- Idle speed
- Injection system throttle body
- Valve play
- Timing chain
- Timing chain slide
- Timing chain tension adjuster
- Air filter

- **Renew:**

- Engine oil
- Oil filter
- Fuel filter
- Spark plugs

The operations mentioned for 6,000 km (3,800 mi) and 12,000 km (7,500 mi) should then be performed every 12,000 km (7,500 mi).



6.14. Evaporative emission control system

MV Agusta F4 motorcycles are equipped with an evaporative emission control system which prevents the escape of fuel vapors from the fuel tank. In order to maintain the efficiency and reliability of this device, have the following operations performed by an authorized service center.

Check (and replace if necessary)

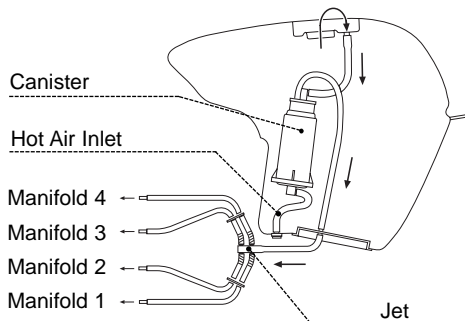
Hoses and connections

Canister

Check (and clean if necessary)

Hot air inlet

These operations should be performed for the first time at 18,000 km (11,200 mi), then they should be repeated every 12,000 km (7,500 mi).





6.15. EMISSION CONTROL SYSTEM WARRANTY OBLIGATIONS

6.15.1.YOUR WARRANTY RIGHTS AND OBLIGATIONS

The *California Air Resources Board* and MV Agusta S.p.A., (hereinafter "MV Agusta"), are pleased to explain the emission control system warranty on your 2000 and later motorcycle. In California new motor vehicles must be designed, built and equipped to meet the State's stringent anti-smog standards. MV Agusta must warrant the emission control system on your motorcycle for the periods of time listed below provided there has been no abuse, unapproved modification, accidents, neglect or improper or inadequate maintenance of your motorcycle, or repairs improperly performed or replacements improperly installed, and as long as there has been no use of replacement parts or accessories not conforming to MV Agusta specifications which adversely affect performance, use in competitive racing or related events and/or unauthorized modification, inspections, replacement of parts and other services and adjustments needed for required maintenance, and as long as the odometer mileage has not been changed so that actual mileage cannot be readily determined.

Your emission control system may include parts such as the carburetor or fuel-injection system, the ignition system, catalytic converter and engine computer. Also included may be hoses, belts, connectors and other emission-related assemblies.

Where a warrantable condition exists, MV Agusta will repair your motorcycle at no cost to you, including diagnosis, parts and labour.

6.15.2.MANUFACTURER'S WARRANTY COVERAGE

Class I motorcycles (50-169 cc): for a period of use of five (5) years or 12,000 kilometers (7,456 miles), whichever occurs first.



Class II motorcycles (170 to 279 cc): for a period of use of five (5) years or 18,000 kilometers (11,185 miles), whichever occurs first.

Class III motorcycles (280 cc and larger): for a period of use of five (5) years or 30,000 kilometers (18,641 miles), whichever occurs first.

If an emission-related part on your motorcycle is defective, the part will be repaired or replaced by MV Agusta. This is your emission control system DEFECTS WARRANTY.

6.15.3. OWNER'S WARRANTY RESPONSIBILITIES

As the motorcycle owner, you are responsible for the performance of the required maintenance listed in your owner's manual. MV Agusta recommends that you retain all receipts covering maintenance on your motorcycle, but MV Agusta cannot deny warranty solely for the lack of receipts.

You are responsible for presenting your motorcycle to an MV Agusta dealer as soon as a problem exists. The warranty repairs should be completed in a reasonable amount of time, not to exceed 30 days.

As the motorcycle owner, you should be aware that MV Agusta may deny your warranty coverage if your motorcycle or a part has failed due to misuse/abuse, an accident, neglect, improper or inadequate maintenance or unapproved modifications, repairs improperly performed or replacements improperly installed, use of replacement parts or accessories not conforming to MV Agusta specifications which adversely affect performance, and/or use in competitive racing or related events. The warranty also does not include inspections and replacement of parts and other services and adjustments needed for required maintenance, and any motorcycle on which the odometer mileage has been changed so that actual mileage cannot be readily determined.

If you have any question regarding your warranty rights and responsibilities, you should contact MV Agusta U.S.A. LLC, 2300 Maryland Road, Willow Grove, PA 19090-4193 (Tel. +1-215-8303300), or the California Air Resources Board at P.O. Box 2815, 1001 "I" Street, Sacramento, CA 95812.

**6.16. LIMITED WARRANTY ON EMISSION CONTROL SYSTEM**

MV Agusta S.p.A. Via G. Macchi 144 - 21100 Varese, Italy (hereinafter MV Agusta) warrants that each new 2000 and later MV Agusta motorcycle, which includes as standard equipment a headlight, taillight and stoplight, and is street legal:

- A. is designed, built and equipped so as to conform at the time of initial retail purchase with all applicable regulations of the United States Environmental Protection Agency, and the California Air Resources Board; and
- B. is free from defects in material and workmanship which cause such motorcycle to fail to conform with applicable regulations of the United States Environmental Protection Agency or the California Air Resources Board for a period of use, depending on the engine displacement, of 12,000 kilometers (7,456 miles), if the motorcycle's engine displacement is less than 170 cubic centimeters; of 18,000 kilometers (11,185 miles), if the motorcycle's engine displacement is equal to or greater than 170 cubic centimeters but less than 280 cubic centimeters; or of 30,000 kilometers (18,641 miles), if the motorcycle's engine displacement is 280 cubic centimeters or greater; or 5 (five) years from the date of initial retail delivery, whichever occurs first.

6**6.16.1. COVERAGE**

Warranty defects shall be remedied during customary business hours at any authorized MV Agusta motorcycle dealer located within the United States of America in compliance with the Clean Air Act and applicable regulations of the United States Environmental Protection Agency and the California Air Resources Board. Any part or parts replaced under this warranty shall become the property of MV Agusta.



In the State of California only, emission related warranted parts are specifically defined by the state's Emission Warranty Parts List. These warranted parts are: carburetor and internal parts; intake manifold; fuel tank; fuel injection system; spark advance mechanism; crankcase breather; air cutoff valves; fuel tank cap for evaporative emission controlled vehicles; oil filler cap; pressure control valve; fuel/vapour separator; canister; igniters; breaker governors; ignition coils; ignition wires; ignition points; condensers, and spark plugs if failure occurs prior to the first scheduled replacement; and hoses, clamps, fittings and tubing used directly in these parts. Since emission related parts may vary from model to model, certain models may not contain all of these parts and certain models may contain functionally equivalent parts. In the State of California only, Emission Control System emergency repairs, as provided for in the California Administrative Code, may be performed by other than an authorized MV Agusta dealer. An emergency situation occurs when authorized MV Agusta dealer is not reasonably available, a part is not available within 30 days, or a repair is not complete within 30 days. Any replacement part can be used in an emergency repair. MV Agusta will reimburse the owner for the expenses, including diagnosis, not exceeding MV Agusta's suggested retail price for all warranted parts replaced and labour charges based on MV Agusta's recommended time allowance for the warranty repair and the geographically appropriate hourly labor rate. The owner may be required to keep receipts and failed parts in order to receive reimbursement.

6.16.2. LIMITATIONS

This Emission Control System warranty shall not cover any of the following:

- A. Repair or replacement required as a result of
 - (1) accident
 - (2) misuse/abuse,



- (3) repairs improperly performed or replacements improperly installed
 - (4) use of replacement parts or accessories not conforming to MV Agusta specifications which adversely affect performance and/or
 - (5) use in competitive racing or related events
 - (6) improper or inadequate maintenance
 - (7) unapproved modifications.
- B. Inspections, replacement of parts and other services and adjustments needed for required maintenance.
- C. Any motorcycle on which the odometer mileage has been changed so that actual mileage cannot be readily determined.

6.16.3. LIMITED LIABILITY

- A. The liability of MV Agusta under this Emission Control System Warranty is limited solely to the remedying of defects in material or workmanship by an authorized MV Agusta motorcycle dealer at its place of business during customary business hours. This warranty does not cover inconvenience or loss of use of the motorcycle or transportation of the motorcycle to or from the MV Agusta dealer. **MV Agusta shall not be liable for any other expenses, loss or damage, whether direct, incidental, consequential or exemplary arising in connection with the sale or use of or inability to use the MV Agusta motorcycle for any purpose.** Some states do not allow the exclusion or limitation of any incidental or consequential damages, so the above limitations may not apply to you.
- B. **MV AGUSTA MAKES NO OTHER WARRANTY OF ANY KIND, EXPRESSED OR IMPLIED, EXCEPT AS SPECIFICALLY SET FORTH HEREIN. ALL WARRANTIES IMPLIED BY LAW, INCLUDING ANY**



WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, ARISING FROM A COURSE OF DEALING, USAGE OR TRADE, BY STATUTE OR OTHERWISE, ARE HEREBY DISCLAIMED BY MV AGUSTA AND ARE EXCLUDED FROM THIS WARRANTY.

The foregoing statements of warranty are exclusive and in lieu of all other remedies. Some states do not allow limitations on how long an implied warranty lasts so the above limitations may not apply to you.

C. No dealer is authorized to modify this MV Agusta Limited Emission Control System Warranty.

6.16.4. LEGAL RIGHTS

This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

This warranty is in addition to the MV Agusta limited motorcycle warranty.

6.16.5. ADDITIONAL INFORMATION

Any replacement part that is equivalent in performance and durability may be used in the performance of any maintenance or repairs. However, MV Agusta is not liable for these parts. The owner is responsible for the performance of all required maintenance. Such maintenance may be performed at a service establishment or by any individual. The warranty period begins on the date the motorcycle is delivered to an ultimate purchaser.





MV Agusta S.p.A.
Via G. Macchi, 144
21100 Varese, Italy

MV Agusta U.S.A. LLC
2300 Maryland Road
Willow Grove, PA 19090-4193



6.17. Replacing parts - General information

The replacement of the fuses and the light bulbs can be carried out according to the indications provided below.

	Battery recharge fuse
	Service fuses
	Headlight - Replacement
	License plate light bulb - Replacement

6.17.1. Replacing the fuses

► The battery recharge fuse is located on the solenoid starter of the motorcycle. To expose it, remove the rider's saddle.





CAUTION

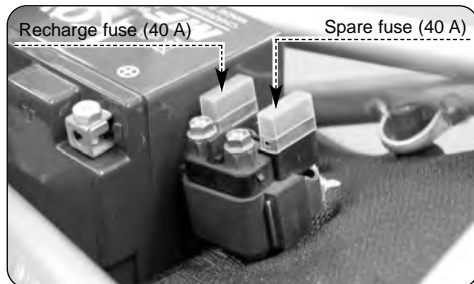
Turn the ignition key on the “OFF” position before checking or replacing the fuses, in order to avoid a short circuit with subsequent damage to other electric parts of the motorcycle.

- To replace the fuse, you must swap the recharge fuse with the spare fuse.



WARNING

Never replace a fuse with a rating other than that prescribed, in order to avoid damage to the electrical equipment of the motorcycle which could lead to a fire.





- ▶ The service fuses are located on the right side. To expose them, remove the side fairing (see § 6.4).
- ▶ Release the two clamps and lift the fuse box cover.



CAUTION

Turn the ignition key to the “OFF” position before checking or replacing the fuses, in order to avoid a short circuit and damage to other electric parts of the motorcycle.





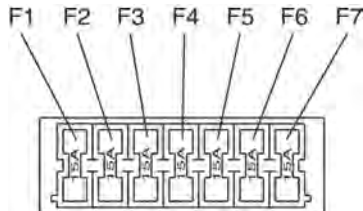
- Replace the blown fuse and refit the cover.

► To identify the position and function of the fuses, refer to the information shown in the enclosed electrical diagram. The reference letters in the figure correspond to those shown in the diagram.

Remember that the tool bag contains three spare fuses.

**WARNING**

Never replace a fuse with a rating other than that prescribed, in order to avoid damage to the electrical equipment of the motorcycle. This could lead to a fire with subsequent risk of serious burns, as well as damage to the motorcycle.





6.17.2. Replacing the license plate light bulb

- Remove the fixing screws of the lower cover of the license plate holder.





- Remove the lower cover.



- Extract the bulb socket sliding it from its seat.





- ▶ Extract the bulb.
- ▶ Insert the new bulb.
- ▶ Reposition the bulb socket.



- ▶ Reassemble the lower cover of the license plate holder.

6



Caution: Before reassembling pay special attention to positioning the tail light harness correctly, in order to avoid any damage (see figure).





6.18. Battery

Your motorcycle is equipped with a maintenance-free battery, which is installed under the tail section. This battery does not require checking of the fluid level or adding of distilled water.

If the battery seems to be run-down (causing electrical problems or a difficult starting), have it recharged or replaced by an authorized MV Agusta dealer as soon as possible. Remember that the battery runs down more quickly if your motorcycle is equipped with additional electrical accessories.



WARNING

If the battery casing is damaged, there may be a leakage of sulphuric acid, a **HIGHLY TOXIC AND CORROSIVE** substance. Avoid any contact with your eyes, skin and clothes. Always wear protective glasses when you have to work near the battery.

In the event of a contact with sulphuric acid, give the **FIRST AID** as described below:

- **CONTACT WITH EYES:** Wash away with water for about 15 minutes, and immediately call a doctor.
- **CONTACT WITH SKIN:** Wash away with a great amount of water.
- **INGESTION:** Drink great amounts of water or milk, and immediately call a doctor.



WARNING

Leakage of sulphuric acid can result in the formation of hydrogen gas which, if ignited by a spark or a flame, would cause an explosion.

Always have the battery replaced by your local MV Agusta dealer.



Prolonged inactivity

If the motorcycle is to remain unused for a long time (a month or longer), it is advisable to disconnect the battery cables or have the battery removed by an authorized MV Agusta dealer. In case of prolonged inactivity, to avoid shortening the life of the battery, it is essential to have it recharged by your MV Agusta dealer every month.



WARNING: The inversion of the battery wires can damage the battery and the recharging system, causing an electric shock that can lead to serious injuries or even death. The red wire must be connected to the positive terminal (+), while the black wires must be connected to the negative terminal (-). When removing the battery, disconnect the negative terminal **FIRST** and then the positive terminal. When reinstalling the battery, use the reverse procedure.





6.19. Cleaning the motorcycle

Periodic careful cleaning is a key factor in preserving the value of the motorcycle, protecting its surface finish and checking for damages, wear and leakage of corrosive fluids.



CAUTION

Before washing the vehicle, cover the end of the exhaust pipes and protect all electrical parts.



WARNING

Do not wash your motorcycle soon after riding. Allow the engine and the exhaust pipes to thoroughly cool, in order to avoid the risk of serious burns.



CAUTION: Never use washing systems involving steam or high pressure water jets. These systems could cause water infiltration and damage the internal parts of your motorcycle.



INFORMATION: Spilling detergent can cause environmental pollution. Therefore, you should clean your motorcycle in an area equipped for collection and disposal of washing fluids.



Wash the motorcycle with water, a mild detergent and a sponge. Wipe the motorcycle with a soft cloth. Use an air jet to dry difficult-to-reach areas.

**CAUTION**

- Avoid using clothes or sponges that have been in contact with strong or abrasive detergents, solvents or gasoline.
- To avoid irreparable damage to the front fairing, never use alkaline or strongly acid detergents, gasoline, brake fluid or other solvents. Clean the front fairing only with a soft cloth, warm water and a neutral detergent.
- If you have doubts about the chemical composition of the detergent, test its effect by applying it on a little area of the fairing before using it on the whole bike.
- Periodically treat the paintwork with high quality wax. After riding on roads treated with corrosive substances (salt), wash the vehicle as soon as possible with cold water. Do not use hot water as it enhances the corrosive action.

**WARNING**

Avoid smearing brakes or tires with oil or wax. If necessary, clean the brake discs with a brake disc detergent or with acetone, and wash the tires with warm water and a neutral detergent.

After completing the washing, run the engine for a few minutes and start off at reduced speed. Carefully apply the brakes a few times so as to dry the brake pads and discs. Failure to heed this warning can cause reduction of braking efficiency and risk of accidents, which could lead to serious injury and even death.

**WARNING**

The drive chain must be correctly lubricated after washing the motorcycle, following the instructions provided at § 6.11. of this manual. Failure to heed this warning can lead to, among other things, rear wheel lockup with subsequent loss of control and serious injury or even death.

**6.20. Prolonged inactivity**

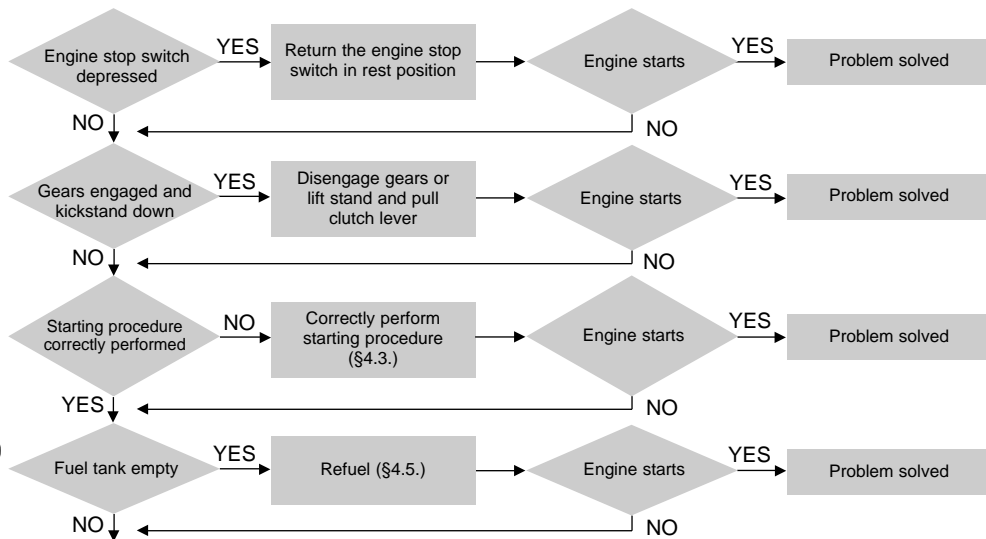
If the motorcycle is to remain unused for a long time, it is advisable to carry out the following operations:

	Empty the fuel tank.
	Remove the battery and store it in a suitable place. Recharge the battery every month.
	Remove the spark plug caps and the spark plugs. Pour a teaspoonful of engine oil in every spark plug hole, then place back the spark plugs and the corresponding caps. Make the engine idle for a few minutes.
	Lubricate all control cables and the joints of all pedals and levers.
	Clean the motorcycle and treat the paintwork with high quality wax (§ 6.19).
	In order to ensure integrity and performance of the tires, park your motorcycle in a fresh, dry and dark place, with a temperature relatively constant and lower than 25° C (77 °F). Avoid direct contact of the tires with heating pipes or radiators, and prolonged contact with oil or gasoline. Avoid parking with the tires near to electrical motors or devices capable to produce sparks or electric discharge. During the period of inactivity, place your motorcycle on the rear stand (§4.7.).
	Cover the vehicle with an adequate canvas cover.

When the motorcycle is first put back into service, remember to carry out a comprehensive check (§ 4.8.) and, if necessary, to have the vehicle serviced (§ 6.1).



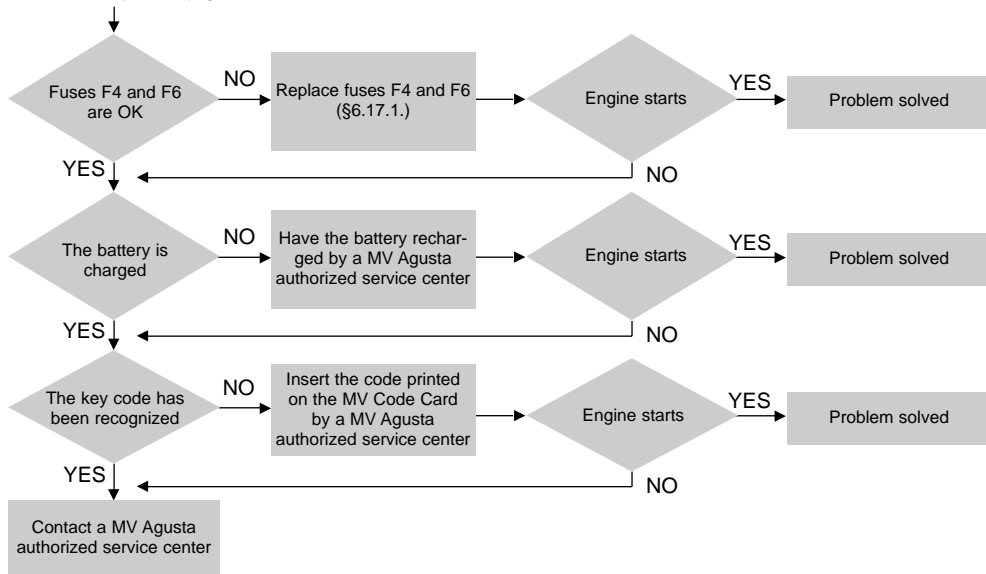
7.1. Engine problems: **ENGINE DOES NOT START**



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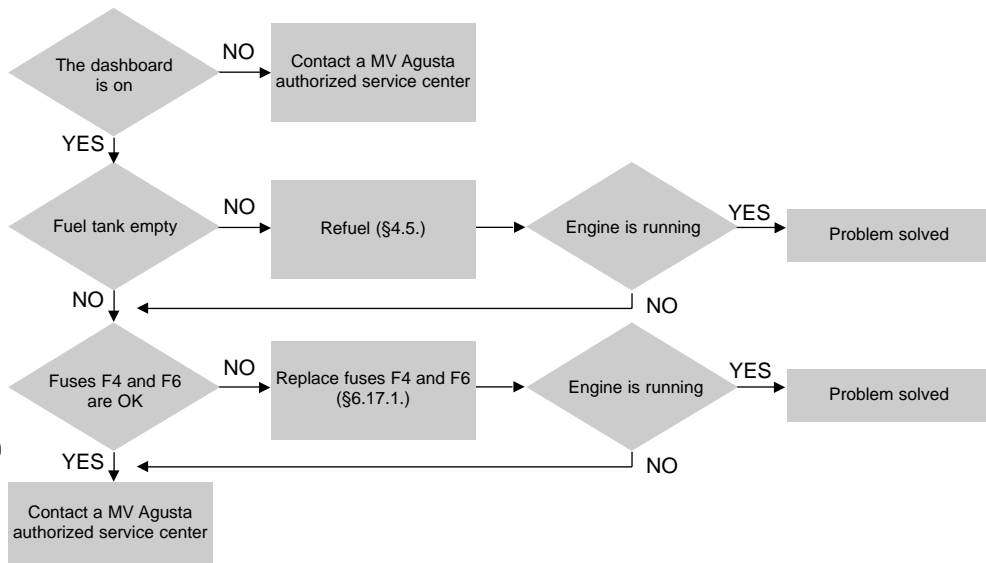


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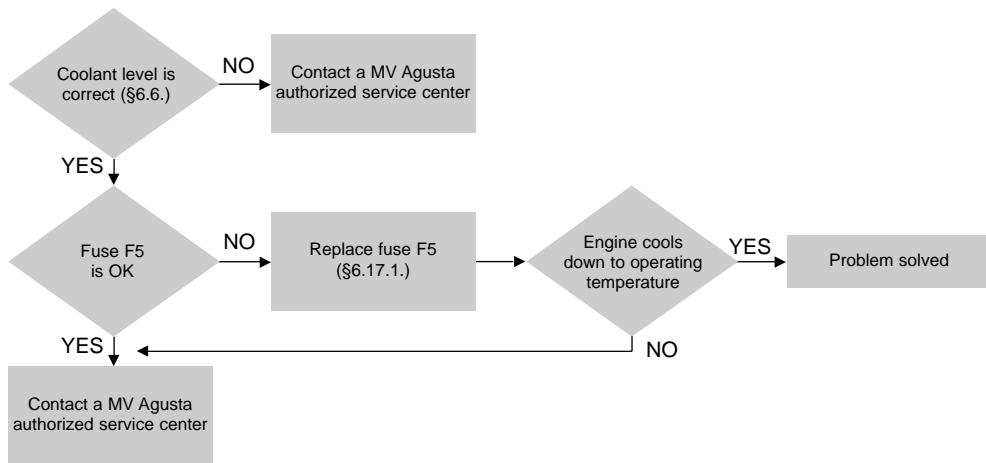


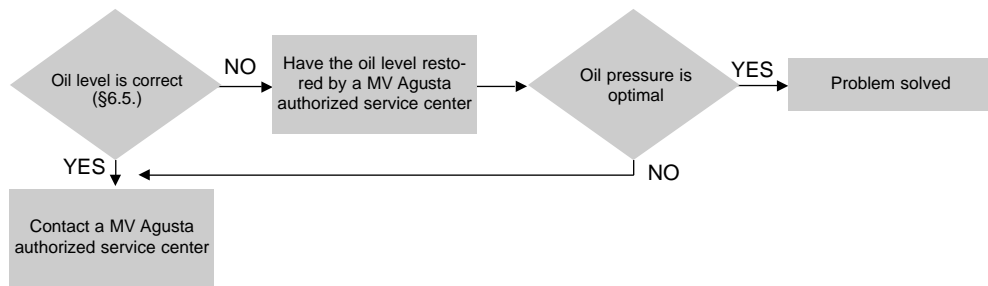
ENGINE SHUTS OFF DURING RIDING

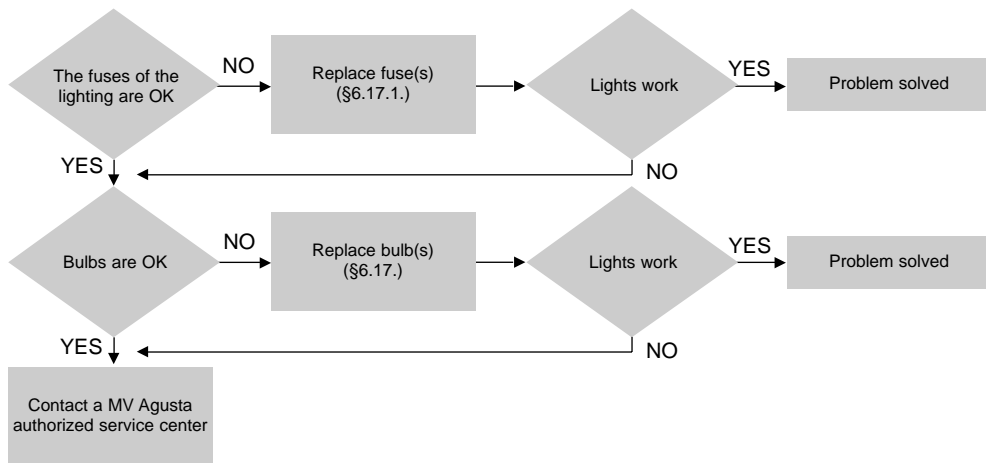


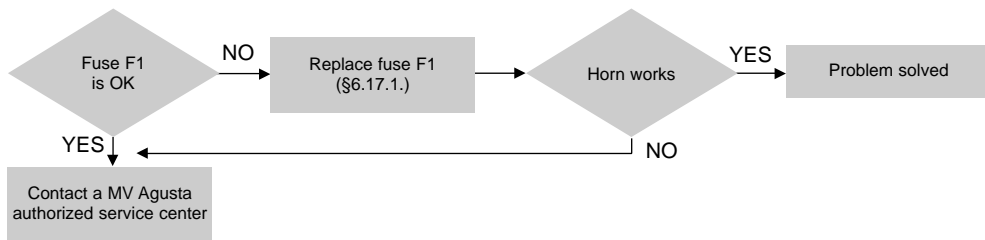
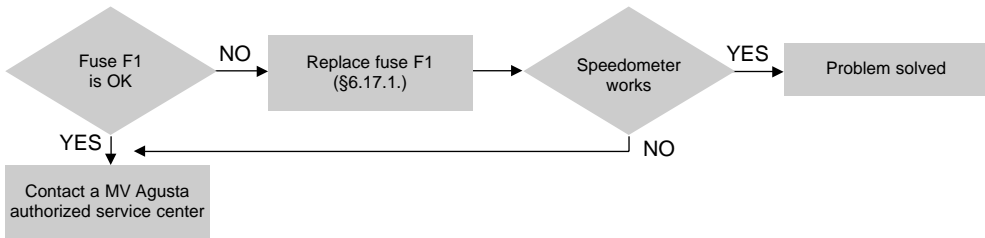


ENGINE OVERHEATS



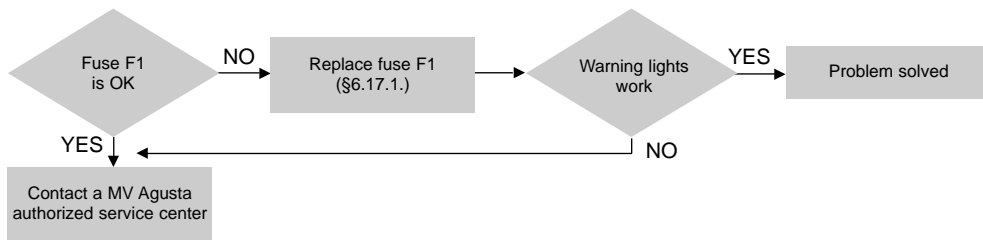
**OIL PRESSURE IS TOO LOW (Engine oil pressure warning light is on with the engine running)**

**7.2. Electrical equipment problems: LIGHTS DO NOT WORK**

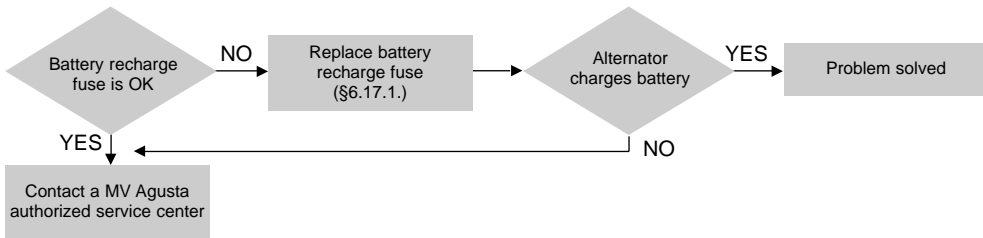
**HORN DOES NOT WORK****SPEEDOMETER DOES NOT WORK**



DASHBOARD WARNING LIGHTS DO NOT WORK

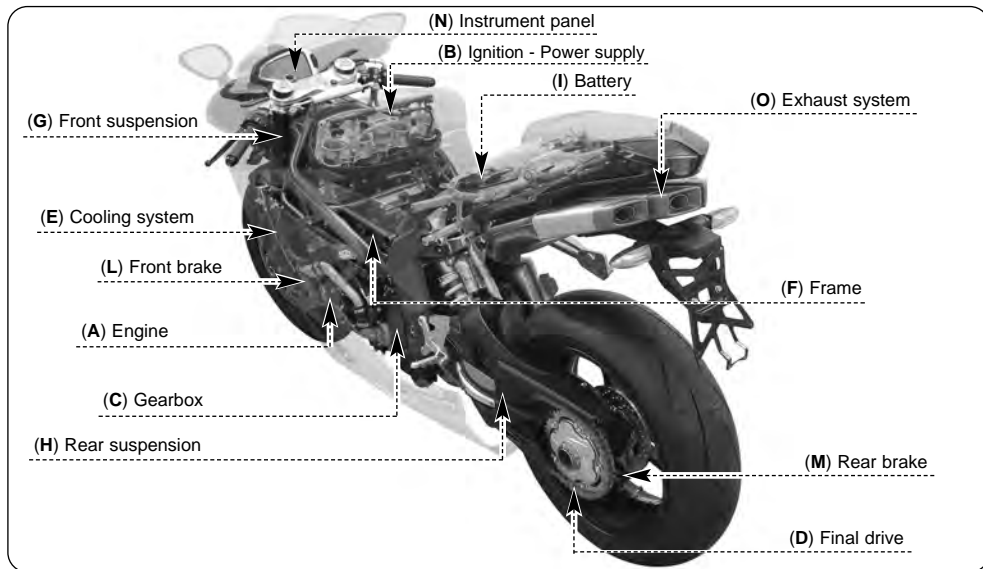


ALTERNATOR DOES NOT CHARGE BATTERY (Battery charge indicator is on with the engine running)





8.1. Motorcycle overview

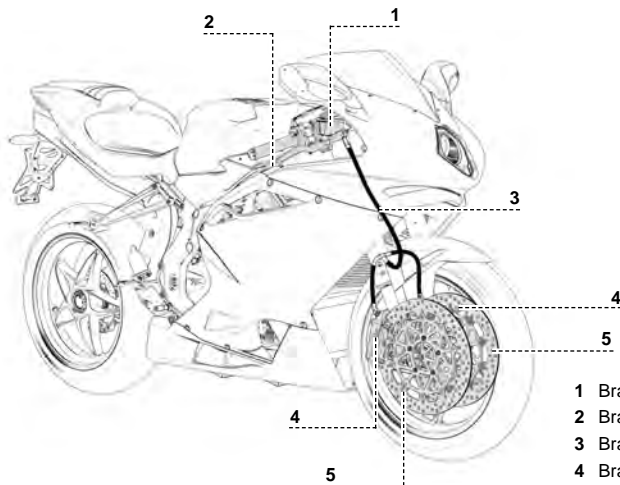




- A - Engine:** four-stroke, inline four-cylinder. Double-overhead camshaft valve train with radial valves. Wet sump lubrication.
- B - Ignition - Power supply:** integrated ignition-injection system. Inductive-discharge electronic ignition. "Multipoint" electronic injection.
- C - Gearbox:** removable, six-speed, with constant-mesh gears.
- D - Final drive:** consisting of drive sprocket, rear sprocket and chain.
- E - Cooling system:** with separate liquid and oil radiators.
- F - Frame:** tubular steel trellis with aluminium side plates.
- G - Front suspension:** upside-down hydraulic fork with external adjusting system.
- H - Rear suspension:** progressive, with single-sided swingarm and single shock absorber with external adjusting system.
- I - Battery:** sealed and maintenance-free.
- L - Front brake:** dual semi-floating disc with four-piston calipers.
- M - Rear brake:** single disc with four-piston caliper.
- N - Instrument panel:** with warning lights and digital instruments.
- O - Exhaust system:** equipped with catalytic converter for exhaust emission reduction.

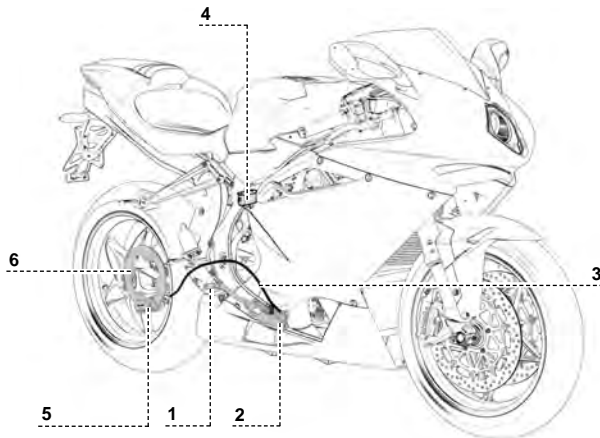


8.1.1 Front brake system



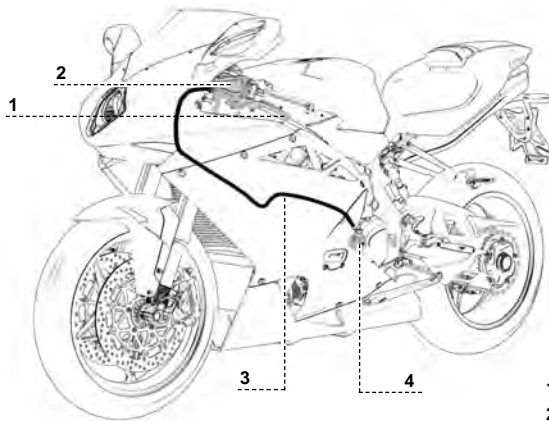
- 1 Brake master cylinder
- 2 Brake lever
- 3 Brake line
- 4 Brake caliper
- 5 Brake discs

8.1.2. Rear brake system



- 1 Brake lever
- 2 Brake master cylinder
- 3 Brake line
- 4 Brake fluid reservoir
- 5 Brake caliper
- 6 Brake disc

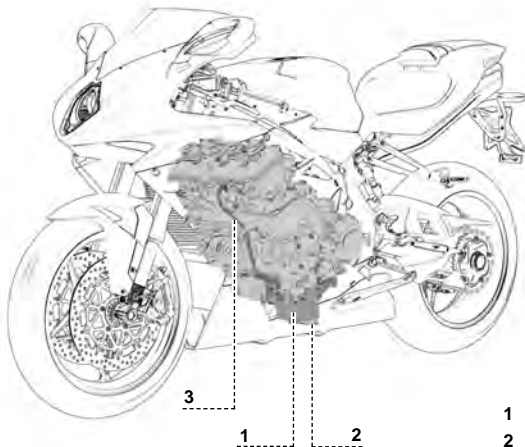
8.1.3. Clutch system



- 1 Clutch lever
- 2 Clutch master cylinder
- 3 Clutch line
- 4 Clutch cylinder assembly



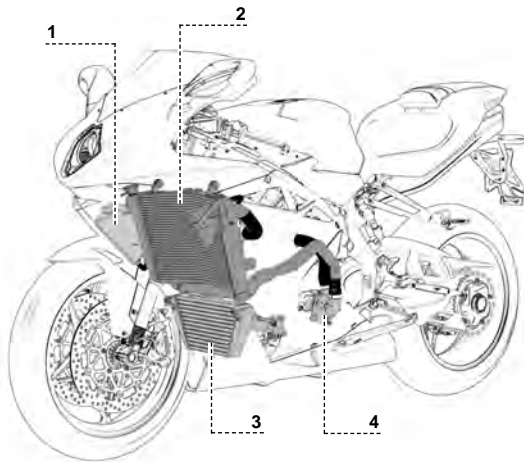
8.1.4. Engine lubrication



- 1 Oil sump
- 2 Oil filter
- 3 Cylinder head oil feed pipe



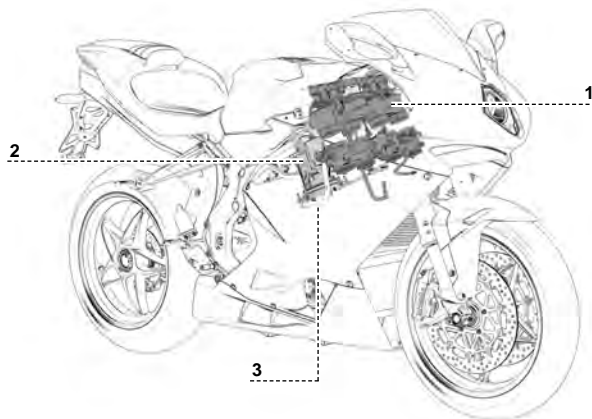
8.1.5. Coolant system



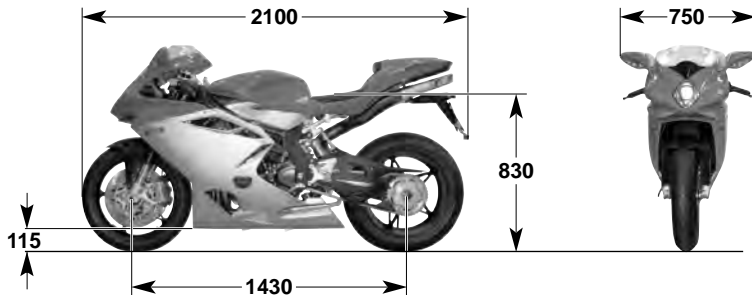
- 1 Expansion tank
- 2 Upper radiator
- 3 Lower radiator
- 4 Coolant pump



8.1.6. Fuel system



- 1 Throttle bodies
- 2 Fuel pump
- 3 Fuel line



8.2. Specifications

Description	F4 1000 "Frecce Tricolori"
SPECIFICATIONS	
Wheelbase (*)	1430 mm (56.30 in)
Overall length (*)	2100 mm (82.68 in)
Max. width	750 mm (29.53 in)
Seat height (*)	830 mm (32.68 in)
Min. ground clearance (*)	115 mm (4.53 in)
Trail (*)	100.4 mm (3.95 in)

* : The indicated values must not be intended as binding informations. They can change according to the vehicle setup.



Specifications

Description		F4 1000 "Frecce Tricolori"
Dry weight		192 Kg - 423.3 lbs
Fuel tank capacity (*)		17 lt (4.49 U.S. gal)
Reserve fuel (*)		4 lt (1.05 U.S. gal)
Oil in crankcase		3.5 lt (0.92 U.S. gal)
ENGINE		
Type		Four-cylinder, four-stroke, 16 valves
Bore		76 mm (3 in)
Stroke		55 mm (2.2 in)
Total displacement		998 cm ³ (60.88 cu.in)
Compression ratio		13.1 : 1
Starting		Electric starter
Cooling system		Cooling with separate liquid and oil radiators
Crankcase and covers		Die-cast
Head and cylinders		Chill-cast
Valves		Bimetal / single-metal
VALVE TRAIN		
Type		Double-overhead camshaft, radial valves

* : The indicated data must not be intended as binding informations. They can change according to the environmental temperature, the engine temperature and the evaporation point of the gasoline.



Specifications

Description	F4 1000 "Frecce Tricolori"
LUBRICATION	
Type	Wet sump
IGNITION - POWER SUPPLY	
Type	"Magneti-Marelli" IAW 7BM integrated ignition-injection system with Mikuni throttle body; inductive discharge electronic ignition; "Multipoint" phased sequential electronic injection; variable length intake funnel with Torque Shift System (TSS)
Spark plugs	NGK CR9 EB
Spark gap (mm)	$0.7 \div 0.8$ ($0.027 \div 0.031$ in)
CLUTCH	
Type	Multiple-disc in oil bath with mechanical anti-surfing device
PRIMARY DRIVE	
Number of teeth on crankshaft gear	$Z = 50$
Number of teeth on clutch gear	$Z = 79$
Transmission ratio	1.58
SECONDARY DRIVE	
Number of teeth on front sprocket	$Z = 15$
Number of teeth on rear sprocket	$Z = 41$
Transmission ratio	2.73
TRANSMISSION	
Type	Removable, six-speed gearbox with constant-mesh gears



Specifications

Description	F4 1000 “Frecce Tricolori”
Gear ratio (overall ratios)	
First gear	2.64 (11.39)
Second gear	2.06 (8.88)
Third gear	1.72 (7.42)
Fourth gear	1.50 (6.47)
Fifth gear	1.32 (5.69)
Sixth gear	1.19 (5.13)
FRAME	
Type	CrMo steel tubular trellis (TIG welded)
Swingarm pivot plates	Aluminium alloy
FRONT SUSPENSION	
Type	“Upside down” telescopic hydraulic fork with external and separated adjustment of rebound and compression damping and of spring preload
Rod diameter	50 mm (1.97 in)
Travel on leg axis	120 mm (4.72 in)
REAR SUSPENSION	
Type	Progressive, single shock absorber with rebound-compression (high speed/low speed) damping and spring preload adjustment
Swingarm	Aluminium alloy
Wheel travel	120 mm (4.72 in)



Specifications

Description	F4 1000 "Frecce Tricolori"
FRONT BRAKE	
Type	Double steel floating disc
Disc diameter	320 mm (12.6 in)
Disc flange	Aluminium
Calipers, piston diameters	Radial-type, single-piece with 4 pistons (Ø 34)
REAR BRAKE	
Type	Single steel disc
Disc diameter	210 mm (8.27 in)
Caliper, piston diameter	4-piston, Ø 25.4 mm (Ø1.0 in)
FRONT RIM	
Material	Forged aluminium alloy
Dimensions	3.50" x 17"
REAR RIM	
Material	Forged aluminium alloy
Dimensions	6.00" x 17"
TYRES	
Front	120/70-ZR 17 (58 W)
Rear	190/55-ZR 17 (75 W)



Specifications

Description		F4 1000 “Freccie Tricolori”	
Brand and type		PIRELLI - Diablo Supercorsa SP DUNLOP - Sportmax Qualifier RR	
Inflating pressure (*)		At a speed lower than 300 km/h	At a speed higher than 300 km/h
Front	PIRELLI:	2.3 bar (33 psi)	2.5 bar (36 psi)
	DUNLOP:	2.3 bar (33 psi)	2.5 bar (36 psi)
Rear	PIRELLI:	2.3 bar (33 psi)	2.9 bar (42 psi)
	DUNLOP:	2.3 bar (33 psi)	2.9 bar (42 psi)
ELECTRICAL EQUIPMENT			
Equipment voltage		12V	
Headlight bulb		PHILIPS XenStart D1S 35W	
Tail light bulb		12V 5W	
Battery		12V - 8.6 Ah	
Alternator		350 W at 5000 rpm	
BODYWORK			
Fairing		Thermoplastic material	
Front fairing		Thermoplastic material	
Tail section		Thermoplastic material	
Fuel tank		Thermoplastic material	

* : If you use tyres of a brand different from the ones recommended, refer to the inflating pressure values marked by the manufacturer on the tyre sidewall.



Specifications

Description	F4 1000 "Frecce Tricolori"
Air scoops	Thermoplastic material
Air box	Thermoplastic material
Air box side panels	Thermoplastic material
Front mudguard	Thermoplastic material
Chain guards	Thermoplastic material
Exhaust pipe guard	Aluminium
Heat shield	Thermoplastic material
License-plate holder	Thermoplastic material



8.3. Measure equivalence tables for American and metric systems

The following conversion factors have been used in accordance with the current international standards.

A. From metric to American system

1. Length

$$1 \text{ mm} = 0.1 \text{ cm} = 0.0394 \text{ in}$$

$$1 \text{ m} = 3.2808 \text{ ft}$$

$$1 \text{ km} = 0.621 \text{ mi}$$

2. Displacement

$$1 \text{ cm}^3 = 0.061 \text{ cu. in}$$

3. Speed

$$1 \text{ km/h} = 0.621 \text{ mph}$$

4. Weight

$$1 \text{ kg} = 2.2046 \text{ lb}$$

5. Capacity

$$1 \text{ lt} = 0.264 \text{ U.S. gal}$$

6. Temperature

$$t (^{\circ}\text{C}) = 0.556 \cdot (T (^{\circ}\text{F}) - 32)$$

7. Pressure

$$1 \text{ bar} = 14.504 \text{ p.s.i.}$$

8. Torque

$$1 \text{ Nm} = 0.102 \text{ kgm} = 0.738 \text{ ft lb}$$

9. Power

$$1 \text{ kW} = 1.3596 \text{ HP}$$

B. From American to metric system

1. Length

$$1 \text{ in} = 25,4 \text{ mm} = 2,54 \text{ cm}$$

$$1 \text{ ft} = 30.48 \text{ cm} = 0.3048 \text{ m}$$

$$1 \text{ mi} = 1.609 \text{ km}$$

2. Displacement

$$1 \text{ cu. in} = 16.387 \text{ cm}^3$$

3. Speed

$$1 \text{ mph} = 1.609 \text{ km/h}$$

4. Weight

$$1 \text{ lb} = 0.454 \text{ kg}$$

5. Capacity

$$1 \text{ U.S. gal} = 3.785 \text{ lt}$$

6. Temperature

$$T (^{\circ}\text{F}) = 1.8 \cdot t (^{\circ}\text{C}) + 32$$

7. Pressure

$$1 \text{ p.s.i.} = 0.06894 \text{ bar}$$

8. Torque

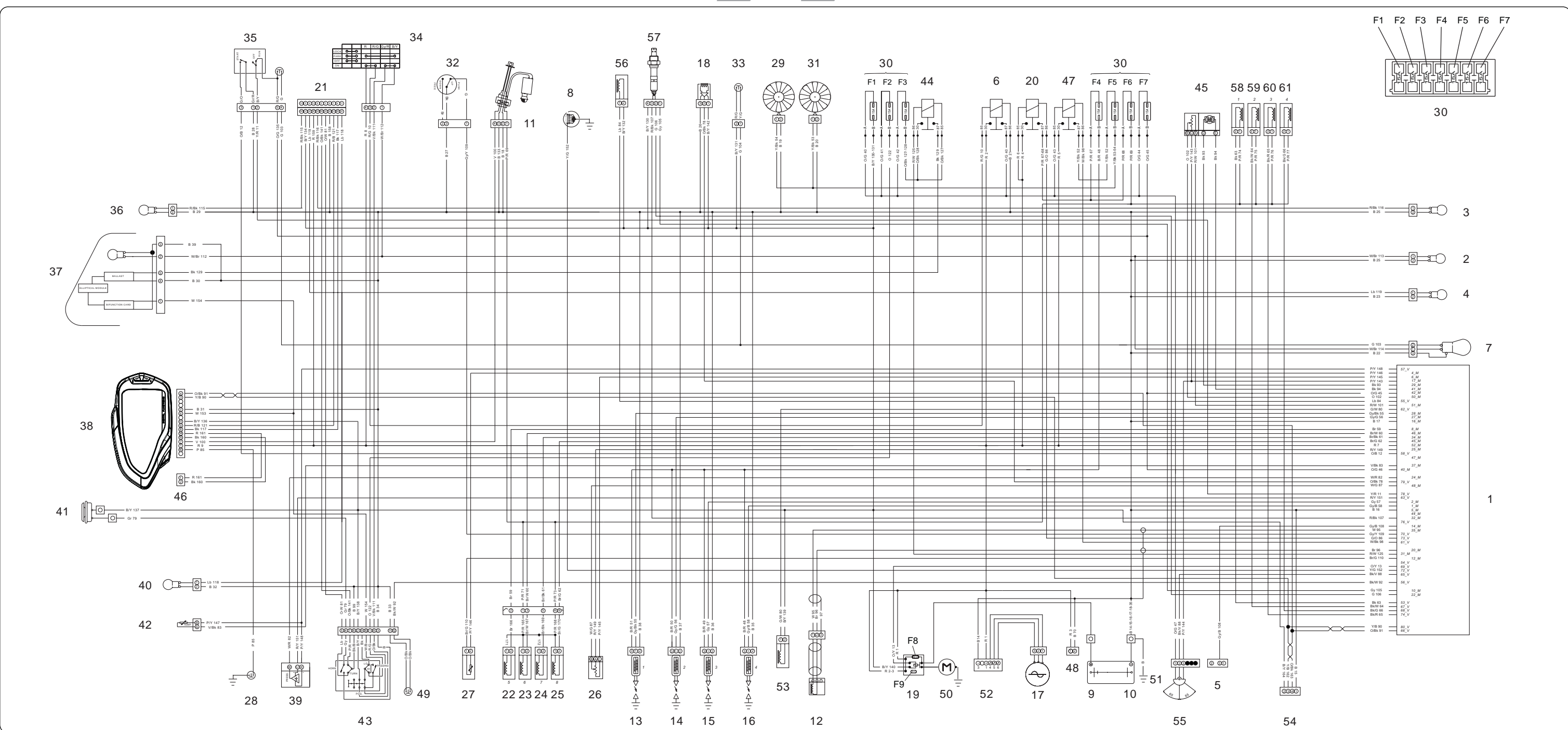
$$1 \text{ ft lb} = 1.3558 \text{ Nm} = 0.138 \text{ kgm}$$

9. Power

$$1 \text{ HP} = 0.7355 \text{ kW}$$



NOTES



Legenda componenti	
Rif.	Descrizione
1	Centralina
2	Luce targa
3	Indicatore destro
4	Indicatore sinistro
5	Connettore diagnosi
6	Relé di potenza
7	Fanale posteriore - Stop
8	Interruttore cambio
9-10	Batteria
11	Pompa - Sonda benzina
12	Sensore giri motore
13-14	Bobine
15-16	Bobine
17	Alternatore
18	Sensore velocità
19	Teleruttore
20	Relé alimentazione generale
21	Intermittenza

Legenda componenti	
Rif.	Descrizione
22-23	Iniettori superiori
24-25	Iniettori superiori
26	Potenzimetro farfalla
27	Sensore temperatura acqua per centralina
28	Interruttore olio
29	Elettroventola
30	Fusibili
31	Elettroventola
32	Interruttore stampella laterale
33	Interruttore stop posteriore
34	Interruttore chiave
35	Interruttore di sicurezza e stop anteriore
36	Indicatore destro
37	Fanale anteriore
38	Cruscotto
39	Sensore pressione aria
40	Indicatore sinistro
41	Avvisatore acustico

Legenda componenti	
Rif.	Descrizione
42	Sensore temperatura aria
43	Interruttore luci
44	Relé ballast faro anteriore
45	Attuatore valvola di scarico
46	Antenna Immobilizer
47	Relé ventole
48	Ricarica batteria
49	Interruttore frizione
50	Motorino avviamento
51	Massa motore
52	Regolatore di tensione
53	Valvola TSS
54	Presenza CAN supplementare
55	Interruttore angolare
56	Sistema aria secondaria
57	Sonda lambda
58-59	Iniettori inferiori
60-61	Iniettori inferiori

Legenda colori cavi	
Lettera/e	Colore
R	Rosso
Y	Giallo
B	Blu
G	Verde
W	Bianco
Bk	Nero
P	Rosa
V	Viola
Sb	Azzurro
Gr	Grigio
O	Arancio
Br	Marrone

Nei colori combinati è indicato il colore di fondo e la marcatura. Es.: Br/Bk.

Legenda fusibili		
Rif.	Amperaggio (A)	Utilizzo
F1	15	Sensore velocità - Sonda Lambda - Intermittenza - Teleruttore avviamento - Solenoide aria secondaria
F2	15	Luce abbagliante
F3	15	Ballast faro anteriore
F4	15	Bobine
F5	15	Ventole di raffreddamento
F6	15	Pompa benzina - Iniettori
F7	15	Centralina - Luce stop
F8	40	Ricarica batteria
F9	40	Scorta per ricarica batteria

Parts list	
Ref.	Description
1	Power unit
2	Plate light
3	Turn indicator, right hand
4	Turn indicator, left hand
5	Diagnosis connector
6	Power relay
7	Brake light
8	Gearbox switch
9-10	Battery
11	Pump - Low fuel probe
12	Engine rpm sensor
13	Coil
14	Coil
15	Coil

Parts list	
Ref.	Description
16	Coil
17	Alternator
18	Speed sensor
19	Solenoid starter
20	Main relay
21	Intermittence
22-23	Upper injectors
24-25	
26	Throttle potentiometer
27	Water temperature sensor for power unit
28	Oil switch
29	Heater fan
30	Fuses
31	Heater fan

Parts list	
Ref.	Description
32	Side stand switch
33	Rear brake switch
34	Key switch
35	Safety and front brake switch
36	Turn indicator, right hand
37	Front light
38	Display
39	Air pressure sensor
40	Turn indicator, left hand
41	Horn
42	Air temperature sensor
43	Light switch
44	Relay ballast front light
45	Exhaust valve actuator

Parts list	
Ref.	Description
46	Immobilizer Antenna
47	Heater fan relay
48	Battery recharge
49	Clutch switch
50	Starter
51	Engine ground
52	Voltage regulator
53	TSS valve
54	Camshaft rpm sensor
55	Angular switch
56	Secondary air system
57	Lambda sensor
58-59	Lower injectors
60-61	

Wire colors list	
Letter(s)	Color
R	Red
Y	Yellow
B	Blue
G	Green
W	White
Bk	Black
P	Pink
V	Violet
Sb	Sky blue
Gr	Grey
O	Orange
Br	Brown

In combined colors, back-ground and marking colors have been pointed out. E.g.: Br/Bk.

Fuses list		
Ref.	Amperage (A)	Application
F1	15	Speed sensor - Lambda sensor - Intermittence - Solenoid starter - Solenoid secondary air
F2	15	High beam
F3	15	Ballast front light
F4	15	Coils
F5	15	Electric fans
F6	15	Fuel pump - Injectors
F7	15	Power unit - Stop light
F8	40	Battery recharge
F9	40	Battery recharge supply

Légende des composants	
Réf.	Description
1	Boîtier d'allumage
2	Eclaireur de plaque
3	Clignotant D
4	Clignotant G.
5	Connecteur doiaagnostic
6	Relais de puissance
7	Feu arrière "Stop"
8	Contacteur boîte de vitesse
9-10	Batterie
11	Pompe – Sonde essence
12	Capteur compte tours
13	Bobine
14	Bobine
15	Bobine

Légende des composants	
Réf.	Description
16	Bobine
17	Alternateur
18	Capteur de vitesse
19	Télérupteur
20	Relais alimentation générale
21	Centrale clignotante
22-23	Injecteurs supérieurs
24-25	
26	Potentiomètre papillon
27	Capteur de température d'eau pour boîtier
28	Manocontact d'huile
29	Electroventilateur
30	Fusibles
31	Electroventilateur

Légende des composants	
Réf.	Description
32	Contacteur de béquille latérale
33	Contacteur de stop arrière
34	Contacteur principal à clé
35	Contacteur de sûreté et stop avant
36	Clignotant D.
37	Feu avant
38	Tableau de bord
39	Capteur pour pression air
40	Clignotant G.
41	Avertisseur sonore
42	Capteur pour temperature air
43	Contacteur d'éclairage
44	Relais ballast feu avant
45	Actuateur soupape d'échappement

Légende des composants	
Réf.	Description
46	Antenne systeme antidemarrage el.
47	Relais ventilateurs
48	Charge batterie
49	Contacteur embrayage
50	Démarrreur électrique
51	Masse moteur
52	Régulateur de tension
53	Valve TSS
54	Capteur compte tours arbre a cames
55	Contacteur angulaire
56	Système de l'air secondaire
57	Sonde Lambda
58-59	Injecteurs inférieurs
60-61	

Légende couleur des câbles	
Lettre(s)	Couleur
R	Rouge
Y	Jaune
B	Bleu
G	Vert
W	Blanc
Bk	Noir
P	Rose
V	Violet
Sb	Bleu ciel
Gr	Gris
O	Orange
Br	Marron

Pour les couleurs combinés, la couleur de fond et le marquage sont indiqués. Par ex. Br/Bk.

Légende des fusibles		
Réf.	Ampérage (A)	Emploi
F1	15	Capteur de vitesse - Sonde Lambda - Centrale clignotante - Telerupteur du demarreur - Solenoïde soupape air secondaire
F2	15	Feu de route
F3	15	Ballast feu avant
F4	15	Bobines
F5	15	Electroventilateurs
F6	15	Pompe à carburant - Injecteurs
F7	15	Unité de commande - Feu stop
F8	40	Charge batterie
F9	40	Réserve recharge batterie

Zeichenerklärung Bauteile	
Nr.	Beschreibung
1	Zündbox
2	Nummernschildbeleuchtung
3	Rechter Blinker
4	Linker Blinker
5	Diagnoseanschluß
6	Kraftrelais
7	Rücklicht - Bremslicht
8	Antrieb Schalter
9-10	Batterie
11	Pumpe - Benzinstandgeber
12	Sensor Motordrehzahl
13	Spule
14	Spule
15	Spule

Zeichenerklärung Bauteile	
Nr.	Beschreibung
16	Spule
17	Lichtmaschine
18	Geschwindigkeitssensor
19	Fernrelais
20	Relais Hauptversorgung
21	Blinkgeber
22-23	Obere Einspritzdüsen
24-25	
26	Potentiometer Drosselventil
27	Temperaturfühler Wassertemperatur für Kontrollbox
28	Öldruckschalter
29	Gebläse
30	Sicherungen
31	Gebläse

Zeichenerklärung Bauteile	
Nr.	Beschreibung
32	Schalter Seitenständer
33	Hinterer Bremslichtschalter
34	Zündschloß
35	Sicherheits- und vorderer Bremslichtschalter
36	Rechter Blinker
37	Vorderer Scheinwerfer
38	Armaturen Brett
39	Drucksensor von Luft
40	Linker Blinker
41	Hupe
42	Sensor für Temperatur von Luft
43	Lichtschalter
44	Relais ballast Vorderer Scheinwerfer
45	Trieb Auslassventil

Zeichenerklärung Bauteile	
Nr.	Beschreibung
46	Immobilizer -Antenna
47	Gebläserelais
48	Batterieladung
49	Kupplungsschalter
50	Anlassermotor
51	Masse Motor
52	Spannungs-Regler
53	Ventil TSS
54	Sensor Nockenwelledrehzahl
55	Eckiger Schalter
56	Sekundärluftsystem
57	Lambdasonde
58-59	Untere Einspritzdüsen
60-61	

Zeichenerklärung Kabelfarben	
Buchstabe(n)	Farbe
R	Rot
Y	Gelb
B	Blau
G	Grün
W	Weiß
Bk	Schwarz
P	Rose
V	Violett
Sb	Hellblau
Gr	Grau
O	Orange
Br	Braun

Bei Farbkombinationen wird die Grundfarbe und die Markierung angegeben. Z. B. Br/Bk.

Zeichenerklärung Sicherungen		
Nr.	Ampere-leistung (A)	Einsatz
F1	15	Geschwindigkeitssensor - Lambda-sonde - Blinkgeber - Anlasser fernrelais - Magnetventil nebenluft
F2	15	Fernlicht
F3	15	Ballast vorderer scheinwerfer
F4	15	Spulen
F5	15	Elektroluterrad
F6	15	Benzinpumpe - Einspritzventile
F7	15	Zündbox - Bremslicht
F8	40	Batterieladung
F9	40	Ersatz für Batterieladung

Leyenda Componentes	
Ref.	Descripción
1	Central
2	Luz matrícula
3	Indicador derecho
4	Indicador izquierdo
5	Conector diagnóstico
6	Relé de potencia
7	Faro trasero - Stop
8	Interruptor cambio
9-10	Batería
11	Bomba - Sonda gasolina
12	Sensor revoluciones motor
13	Bobina
14	Bobina
15	Bobina

Leyenda Componentes	
Ref.	Descripción
16	Bobina
17	Alternador
18	Sensor velocidad
19	Teleruptor
20	Relé alimentación general
21	Intermitencia
22-23	Inyectores superiores
24-25	
26	Potenciómetro mariposa
27	Sensor temperatura agua para central
28	Interruptor aceite
29	Electroventilador
30	Fusibles
31	Electroventilador

Leyenda Componentes	
Ref.	Descripción
32	Interruptor pata lateral
33	Interruptor stop trasero
34	Interruptor llave
35	Interruptor de seguridad y stop delantero
36	Indicador derecho
37	Faro delantero
38	Cuadro mandos
39	Sensor presión aire
40	Indicador izquierdo
41	Claxon
42	Sensor temperatura aire
43	Interruptor luces
44	Relé ballast faro delantero
45	Accionador válvula de descarga

Leyenda Componentes	
Ref.	Descripción
46	Antena Immobilizer
47	Relé ventiladores
48	Recarga batería
49	Interruptor embrague
50	Motor de arranque
51	Masa motor
52	Regolador de tensión
53	Válvula TSS
54	Sensor revoluciones árbol de levas
55	Interruptor angular
56	Sistema de aire secundario
57	Sonda Lambda
58-59	Inyectores inferiores
60-61	

Leyenda colores cables	
Letra/s	Color
R	Rojo
Y	Amarillo
B	Azul marino
G	Verde
W	Blanco
Bk	Negro
P	Rosa
V	Violeta
Sb	Azul
Gr	Gris
O	Naranja
Br	Marrón

En los colores combinados se indica el color de fondo y la marcación Ej. Br/Bk.

Leyenda fusibles		
Ref.	Amperaje (A)	Utilización
F1	15	Sensor velocidad - Sonda Lambda - Intermitencia - Teleruptor de arranque - Solenoide válvula aire secundario
F2	15	Luz de carretera
F3	15	Ballast faro delantero
F4	15	Bobinas
F5	15	Electroventiladores
F6	15	Bomba carburante - Inyectores
F7	15	Central - Luz stop
F8	40	Recarga batería
F9	40	Repuesto recarba batería

IT Fase 1: Effettuare la carica iniziale della batteria secondo le istruzioni riportate nella rispettiva confezione.

Fase 2: Inserire la chiave della motocicletta nella serratura posteriore. Ruotare la chiave in senso orario e contemporaneamente rimuovere la sella passeggero. Successivamente rimuovere la sella pilota come mostrato in figura.

Fase 3: Rimuovere la piastra del telaio allo scopo di facilitare le operazioni successive.

Fase 4: Rimuovere la vite di fissaggio del teleruttore di avviamento per permettere l'inserimento della batteria.

Fase 5: Inserire la batteria nell'apposito vano.

Fase 6: Montare i 2 terminali positivi (+) sul relativo polo della batteria rispettando l'ordine indicato in figura. Ruotare la vite dei terminali positivi ed effettuare il serraggio ad una coppia pari a $7 \div 8 \text{ Nm}$, quindi sistemare la **cuffia di protezione** sul polo positivo.

Fase 7: Montare i 2 terminali negativi (-) sul relativo polo della batteria rispettando la disposizione mostrata in figura. Ruotare la vite dei terminali negativi ed effettuare il serraggio ad una coppia pari a $7 \div 8 \text{ Nm}$.

Fase 8: Rimontare i componenti precedentemente rimossi seguendo in senso inverso le operazioni descritte nella fasi 2-3-4.

GB Phase 1: Perform the initial charge of the battery according to the instruction sheet enclosed in its package.

Phase 2: Insert the motorcycle key in the rear lock. Rotate the key clockwise while removing the pillion. Then remove the rider's saddle as shown in the picture.

Phase 3: Remove the frame plate to facilitate the following operations.

Phase 4: Remove the solenoid starter securing screw to allow the insertion of the battery.

Phase 5: Insert the battery in its proper compartment.

Phase 6: Fit the 2 positive terminals (+) on the corresponding battery pole, respecting their disposition as shown in the figure. Rotate the positive terminals screw and tighten it at a torque equal to $7 \div 8 \text{ Nm}$. Afterwards, fit the **protective cap** on the positive pole.

Phase 7: Fit the 2 negative terminals (-) on the corresponding battery pole, respecting their disposition as shown in the figure. Rotate the negative terminals screw and tighten it at a torque equal to $7 \div 8 \text{ Nm}$.

Phase 8: Reinstall disassembled parts by inversely performing the operations described in the phases 2-3-4.

FR Etape 1: Exécutez la charge initiale de la batterie selon les instructions incluses en son paquet.

Etape 2: Introduire la clé de la motocyclette dans la serrure postérieure. Tourner la clé dans le sens des aiguilles d'une montre et simultanément déposer la selle du passager. Ensuite déposer la selle du pilote comme montré en figure.

Etape 3: Déposer la plaque du petit châssis afin de faciliter les opérations suivantes.

Etape 4: Déposer la vis de fixation du telerupteur du démarreur per permettre l'insertion de la batterie.

Etape 5: Introduire la batterie dans son compartiment.

Etape 6: Monter les 2 bornes positives (+) sur le pôle correspondant de la batterie en respectant l'ordre indiqué dans la figure. Tourner la vis des bornes positives et la serrer à un couple égal à $7 \div 8 \text{ Nm}$, ensuite placer le **protecteur** sur le pôle positif.

Etape 7: Monter les 2 bornes négatives (-) sur le pôle correspondant de la batterie en respectant la disposition indiquée sur la figure. Tourner la vis des bornes négatives et la serrer à un couple égal à $7 \div 8 \text{ Nm}$.

Etape 8: Remettre en place les pièces enlevées en procédant dans l'ordre inverse par rapport aux opérations décrites aux étapes 2-3-4.

DE Phase 1: Führen Sie die Batterieaufladung, nach Instruktionen aus, die in seinem Paket eingeschlossen sind.

Phase 2: Den Motorradschlüssel in das hintere Schloss einstecken. Den Schlüssel in Uhrzeigersinn drehen und die Beifahrer-Sitzbank ausbauen. Anschließend die Fahrer-Sitzbank wie in der Abbildung gezeigt entfernen.

Phase 3: Die platte des Rahmen entfernen, zur Erleichterung der folgenden Vorgänge.

Phase 4: Die Befestigungsschrauben der Anlasser fernrelais entfernen, für die Einfügung der Batterie können.

Phase 5: Die Batterie in den dazu geeigneten Raum anbringen.

Phase 6: Die zwei Plusendverschlüsse (+) auf den jeweiligen Pol der Batterie unter Berücksichtigung der auf der Abbildung angegebenen Anordnung montieren. Die Schraube der Plusendverschlüsse drehen und mit einem Drehmoment von $7 \div 8 \text{ Nm}$ festziehen. Nach der Montage den **Schutzkasten** auf dem Pluspol anlegen.

Phase 7: Die zwei Minusendverschlüsse (-) auf den jeweiligen Pol der Batterie bei Berücksichtigung der auf der Abbildung angezeigten Anordnung montieren. Die Schraube der Minusendverschlüsse drehen und mit einem Drehmoment von $7 \div 8 \text{ Nm}$ festziehen.

Phase 8: Die losgemachten Einzelteile wieder anbringen die unter Phasen 2-3-4 angegebenen Vorgänge in umgekehrter Reihenfolge durchführen.

ES Fase 1: Realice la carga inicial de la batería según las instrucciones incluidas en su paquete.

Fase 2: Introducir la llave de la motocicleta en la cerradura posterior. Girar la llave en sentido de las agujas del reloj y al mismo tiempo extraer el sillín del pasajero. Luego extraer el sillín del piloto como se muestra en la foto.

Fase 3: Extraer la placa del bastidor para facilitar las operaciones siguientes.

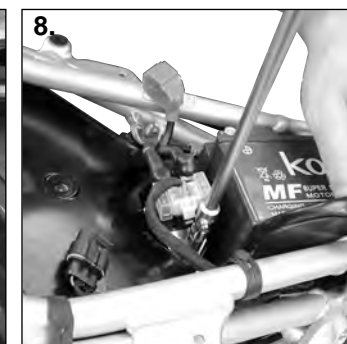
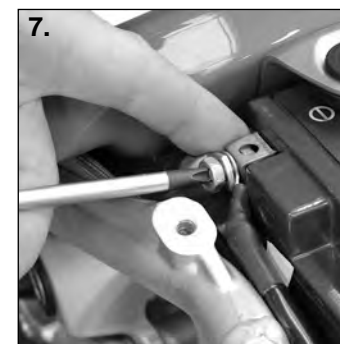
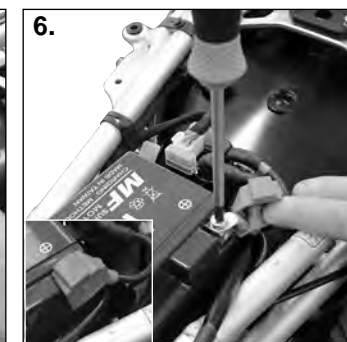
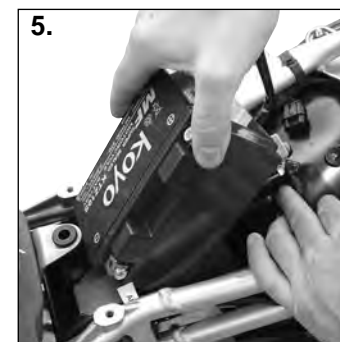
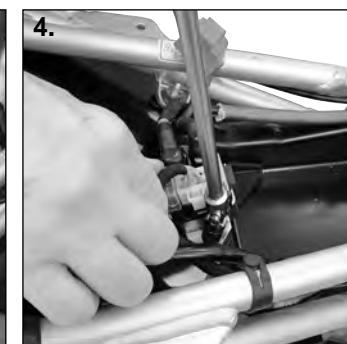
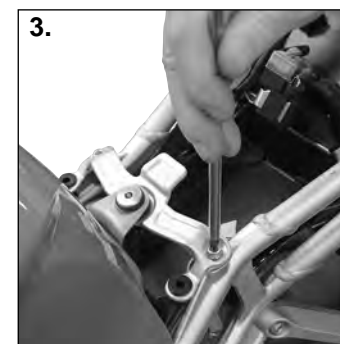
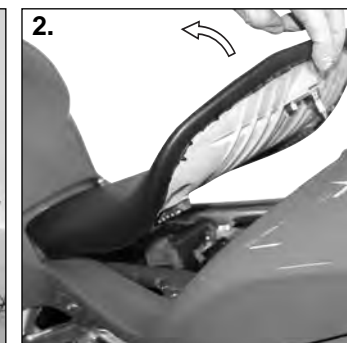
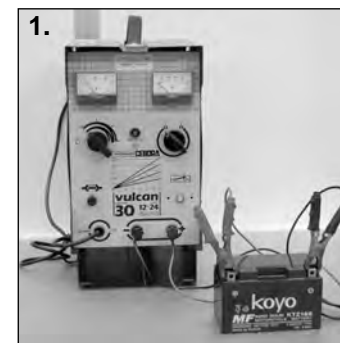
Fase 4: Extraer el tornillo de sujeción del teleruptor de arranque para permitir la inserción de la batería.

Fase 5: Colocar la batería en su alojamiento.

Fase 6: Montar los 2 terminales positivos (+) en el correspondiente polo de la batería respetando el orden indicado en la figura. Girar el tornillo de los terminales positivos y efectuar el apriete a un par igual a $7 \div 8 \text{ Nm}$, luego colocar la **protección** en el polo positivo.

Fase 7: Montar los 2 terminales negativos (-) en el correspondiente polo de la batería respetando la disposición mostrada en la figura. Girar el tornillo de los terminales negativos y efectuar el apriete a un par igual a $7 \div 8 \text{ Nm}$.

Fase 8: Volver a montar nuevamente las partes precedentemente removidas siguiendo el sentido contrario a las operaciones descritas en la fases 2-3-4.



POLO POSITIVO (+)
POSITIVE POLE (+)
POLE POSITIF (+)
PLUSPOL (+)
POLO POSITIVO (+)

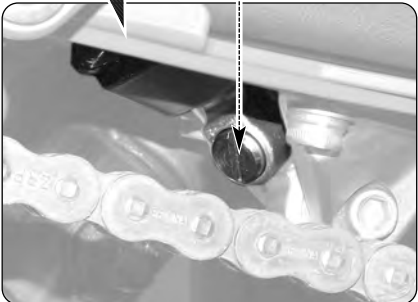
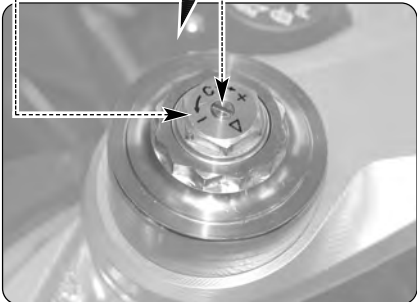
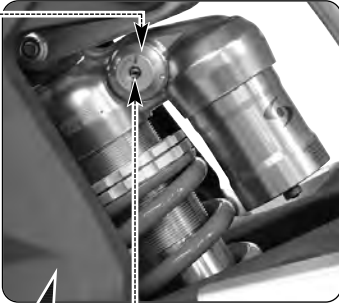
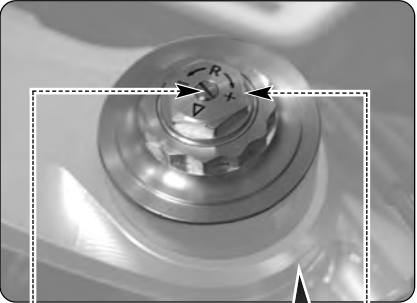
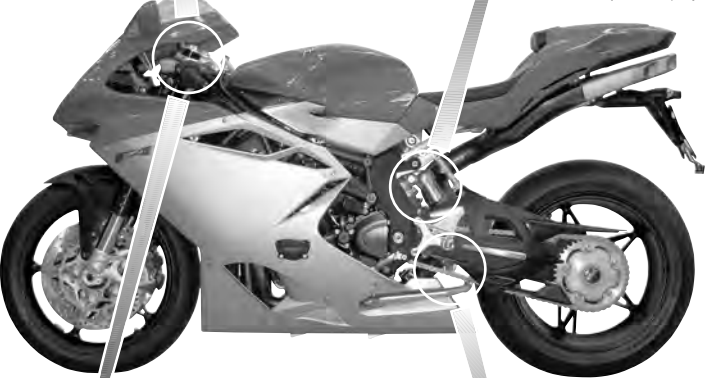
CAVO NEGATIVO (-)
NEGATIVE CABLE (-)
CABLE NEGATIF (-)
MINUSKABEL (-)
CABLE NEGATIVO (-)

POLO NEGATIVO (-)
NEGATIVE POLE (-)
POLE NEGATIF (-)
MINUSPOL (-)
POLO NEGATIVO (-)

CAVO POSITIVO (+)
POSITIVE CABLE (+)
CABLE POSITIF (+)
PLUSKABEL (+)
CABLE POSITIVO (+)

CAPPUCCIO DI PROTEZIONE
PROTECTIVE CAP
CAPUCHON DE PROTECTION
SCHUTZKASTEN
CAPUCHON DE PROTECCION





- Dispositivo idraulico di frenatura in compressione (Alta velocità)
- Compression damping hydraulic device (High speed)
- Dispositif hydraulique de freinage en compression (Vitesse élevée)
- Hydraulische Kompressionsbremse (Hohe Gänge)
- Dispositivo hidráulico de frenado en compresión (alta velocidad)

- Dispositivo idraulico di frenatura in estensione
- Rebound damping hydraulic device
- Dispositif hydraulique de freinage en détente
- Hydraulische Ausdehnungsbremse
- Dispositivo hidráulico de frenado en extensión

- Precarico molla
- Spring preload
- Précharge du ressort
- Federvorspannung
- Precarga muelle

- Dispositivo idraulico di frenatura in compressione (Bassa velocità)
- Compression damping hydraulic device (Low speed)
- Dispositif hydraulique de freinage en compression (Vitesse basse)
- Hydraulische Kompressionsbremse (Niedrige Gänge)
- Dispositivo hidráulico de frenado en compresión (Baja velocidad)

- Dispositivo idraulico di frenatura in estensione
- Rebound damping hydraulic device
- Dispositif hydraulique de freinage en détente
- Hydraulische Ausdehnungsbremse
- Dispositivo hidráulico de frenado en extensión

- Precarico molla
- Spring preload
- Précharge du ressort
- Federvorspannung
- Precarga muelle

- Dispositivo idraulico di frenatura in compressione
- Compression damping hydraulic device
- Dispositif hydraulique de freinage en compression
- Hydraulische Kompressionsbremse
- Dispositivo hidráulico de frenado en compresión

- Dispositivo idraulico di frenatura in estensione
- Rebound damping hydraulic device
- Dispositif hydraulique de freinage en détente
- Hydraulische Ausdehnungsbremse
- Dispositivo hidráulico de frenado en extensión

F4 1000	
Tipo di assetto - Type of geometry - Type d'assiette - Einstellungsart - Tipo de equilibrado	
Sospensione anteriore Front suspension Suspension avant Vordere Federung Suspensión delantera	<div><div>Su strada - On road - Sur route - Auf Straße - En la carretera</div><div>In pista - On race circuit - En circuit de course - Auf Rennstrecken - En circuito</div></div>
Precarico molla Spring preload Précharge du ressort Federvorspannung Precarga muelle	<div><div>2giri turns tours Drehzahl revoluciones</div><div>5giri turns tours Drehzahl revoluciones</div></div>
Freno in estensione Rebound damping Frein en détente Ausdehnungsbremse Freno en extensión	<div><div>16scatti clicks emboîtements Rasten disparos</div><div>4scatti clicks emboîtements Rasten disparos</div></div>
Freno in compressione Compression damping Frein en compression Kompressionsbremse Freno en compresión	<div><div>14scatti clicks emboîtements Rasten disparos</div><div>2scatti clicks emboîtements Rasten disparos</div></div>
Ammortizzatore di sterzo Steering vibration damper Amortisseur de direction Steuerungsdämpfer Amortiguador de dirección	<div><div>Su strada - On road - Sur route - Auf Straße - En la carretera</div><div>In pista - On race circuit - En circuit de course - Auf Rennstrecken - En circuito</div></div>
	<div><div>2scatti clicks emboîtements Rasten disparos</div><div>2scatti clicks emboîtements Rasten disparos</div></div>
Sospensione posteriore Rear suspension Suspension arrière Hintere Federung Suspensión trasera	<div><div>Su strada - On road - Sur route - Auf Straße - En la carretera</div><div>In pista - On race circuit - En circuit de course - Auf Rennstrecken - En circuito</div></div>
Frenatura in estensione Rebound damping Freinage en détente Ausdehnungsbremse Frenado en extensión	<div><div>16scatti clicks emboîtements Rasten disparos</div><div>7scatti clicks emboîtements Rasten disparos</div></div>
Frenatura in compressione Compression damping Freinage en compression Kompressionsbremse Frenado en compresión	<div><div>0scatti clicks emboîtements Rasten disparos</div><div>6scatti clicks emboîtements Rasten disparos</div></div>
	<div><div>18scatti clicks emboîtements Rasten disparos</div><div>7scatti clicks emboîtements Rasten disparos</div></div>



MV Agusta Motor S.p.A. - Via G. Macchi. 144
21100 - Schiranna (VA) - ITALY
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